

AMERICAN RAILROAD JOURNAL.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, September 20, 1873.

Important to Railroad Companies.

True indeed is the saying that while some men achieve renown others have it thrust upon them. Equally true is it, that while some men toil all their lives to obtain a fortune, others there are, born perhaps under a more lucky star, who have wealth tumbled right into their laps, no less volens.

Some half dozen years ago, an acquaintance of the writer invented and patented an improved Railway Car Truck, applicable alike to platform, passenger and palace cars. By dint of wonderfully persuasive power he succeeded in getting his invention adopted on two or three lines of Railway. Just then some new idea seized his brain, and like many another inventor, he forthwith drops his old love, and flips off to something new, and thus allows the truck patent to sleep.

Not really so, however, for within two or three weeks past, it has been discovered that this style of truck, which is really a most valuable improvement, has been applied on nearly a hundred lines of Railroad throughout the country; and from all attainable data it is supposed to be in use already on not less than one hundred thousand cars in the United States alone.

The price or Royalty as previously established, is five dollar per car. Here, then, is a fortune of a half million dollars simply awaiting the owner's call.

It is not supposed, however, that those now dormant greenbacks will long have to wait that call; besides, arrangements are being made, we are informed, to permit the use of the invention on all the remaining lines in the country.

Safety Car Wheel.

Among other useful improvements for the avoidance of accidents upon Railways, we notice a new car wheel has been recently patented.

As it is not the business of this JOURNAL to puff any man's goods or inventions, we simply refer briefly to those which seem to possess real value, for the purpose of adding our mite towards the prevention of those frightful Railroad slaughters, so fearfully prevalent now-a-days.

It is believed fully one-half of all those accidents occur from the breakage of wheels. Seemingly the new wheel referred to, cannot break; and it would require almost unheard of power, to fracture or tear it to pieces. Hence all the terror and danger to passengers occurring in case of such accident, from flying fragments, would be wholly obviated wherever this new wheel might be employed. All those casualties, too, especially in frosty weather, arising from concussion, sharp curves, uneven, or slightly misplaced rails, will be avoided; and people will be enabled to travel with a far greater sense of security.

It is not generally known, but is a fact nevertheless, that the average of wheels broken while running, on some roads, are from 20 to 30 every week through the year.

Undoubtedly then, this is a most prolific source of fatal accidents; and as we have frequently urged in these columns, it is the rigid duty of Railroad Companies to avail themselves at whatever cost of every possible preventive of disaster.

The wheel here spoken of is lighter, stronger and more shapely than any other, and can be furnished some \$75 less per car of eight-wheels, than any now running.

As soon as the Patentee can avail himself of capital, or manufacturing facilities, we shall hope to see his Safety Wheel come into general use.

Chesapeake and Ohio Railroad.

The development of the coal and iron mines on the line of the Chesapeake and Ohio Railroad is progressing with great rapidity. Each day brings intelligence of some new company commencing to erect a furnace or open a mine for the shipment of ore or coal.

The Chesapeake and Ohio Railroad Company, making arrangements to meet the increased demands that these new enterprises will make upon their motive power and roadway, have, within the last few days, contracted with some of the first makers in the United States for fifty-four new freight engines of the best class, and are just receiving one thousand tons of steel rails, to be followed up rapidly by other large supplies.

These steel rails are designed to replace so much iron rail as yet remains in the main track, and thus release the latter, so that it may be used in the construction of branches to some of the iron and coal mines which are a little away from the main line.

Some of these branches are already completed and others are in process of construction. Their length varies from one to seven miles.

The management of the company is exhibiting great wisdom in the means it is adopting to develop the mineral wealth on its line, and will speedily be rewarded by a rich harvest of business.—*Richmond Dispatch.*

Alarms at Railway Crossings.

Mr. Z. M. Chapman of Sterling, Ill., has invented an alarm which is designed to give timely warning of the approach of a train to a street or road crossing, and is equally adapted to city and country use. The apparatus is so constructed that when a train passes a given point, eighty or less rods away, it will set simple machinery in motion and cause a bell to be struck with hammers thirty-two times in rapid succession, thus giving ample warning to drivers of vehicles and pedestrians who might otherwise endanger themselves by crossing the track. Mr. Chapman's invention has been thoroughly tested at the grounds of the Northwestern Railway at Sterling, and has fulfilled every expectation, signaling without failure the twelve to seventeen trains which daily pass the station. If what is claimed for the alarm can be realized it will be of great value at road crossings in the country, where, by reason of cuts or other obstructions to view, the approach of a train is hidden, and it can be applied with even greater advantage in towns and cities, where by

reason of the immense traffic on some streets an effective warning is urgently needed.

Camden and Atlantic Railroad.

The receipts from operations of this road for the year ending December 31, 1872, were as follows:

From passengers.....	\$288,029 22
" freight.....	112,454 17
" express.....	23,212 06
" ferry.....	86,771 75
" May's Landing Branch.....	2,329 46
" U. S. Mail.....	3,000 00
" miscellaneous.....	1,239 37
	\$467,036 08

Expenditures, viz:

Running account.....	\$64,649 05
Workshop.....	5,304 43
Repairs to engines.....	14,439 69
Repairs to cars.....	15,455 16
Superintendence.....	34,090 85
Station.....	14,231 44
Repairs to real estate....	528 50
Road repairs.....	47,755 93
Stations repairs.....	2,315 30
Telegraph.....	861 18
Ferry.....	51,528 10
May's Landing Branch ..	6,288 47
	\$257,451 60
Cr: By renewal of roadway	2,534 92
	254,916 68

Earnings less expenses.....\$212,119 35

Against which is charged—

Balance from December 31, 1871....	\$62,039 99
Interest on bonds.....	76,359 61
Dividend 3 1/2 per cent on preferred stock	29,309 00
Interest, insurance and legal expenses	25,598 43
Taxes, car hire, etc.....	9,428 11
Balance December 31, 1872.....	9,384 21

Total, as above.....\$212,119 35

Compared with the previous year the gross earnings show an increase of \$63,454 39; with an increase in expenses of operating, excluding renewals of roadway, of \$14,985 71. Including renewals of roadway, the expenses show a decrease of \$31,015 31. The President in his report says:

The above statements exhibit an improvement which cannot but be highly gratifying to the stockholders, and particularly so, as the increase is not confined to any one locality, nor to any one description of traffic; each station on the line and each branch of trade having contributed its due proportion.

Nor is the increase confined to any particular period of the year; every month in 1872 showing a larger receipt than the corresponding month of 1871, giving promise of a prosperous future by its uniformity and regularity.

The development of the local traffic is particularly encouraging, as owing to the peculiar character of the business of this road, which requires the maintenance of a heavy equipment to meet the summer demands; any accession to the local trade distributed, as from its nature it must be, throughout the year, is sensibly felt, as well in the economical working of the line, as in the receipts of the company.

The receipts from the May's Landing Branch have not been large, but it was not anticipated that they would, for several years to come, equal the expenses, and sufficient time has not yet elapsed to judge fairly of what they may be in the future.

There is little doubt that the traffic to and from May's Landing has increased since the opening of the Branch Road, but to what extent it is impossible to determine, there being no standard with which to compare last year's business, and as this increase, whatever it may be, passes over the greater portion of the main line, the actual loss

to the company may not have been so great as the returns would seem to indicate. The rent and working expenses amounted to \$6,288 47, the receipts to but \$2,829 46.

On the other hand, the acquisition of the ferry has proved a wise and judicious act, not only in a pecuniary point of view, but as enabling the company to transact its business in a much more satisfactory manner than was possible, while it remained under a separate management.

On taking possession of the property, it was found that the boats and slips required immediate and extensive repairs. \$30,638 88 were expended on the former, and \$1,656 06 on the latter, which placed them in such condition, that, it is believed, they will require nothing for five or six years, beyond ordinary repairs. As this expenditure was incurred to enable the company to enter upon the business, it should be placed to the first cost rather than to the working expenses for the year.

Deducting these repairs from the working expenses, the following is the result of the year's operations:

Receipts from the ferry.....	\$36,771 75
Working expenses of ferry.....	19,233 16

Net earnings.....\$17,538 59

Two new locomotive engines have been ordered deliverable in May.

The First Mortgage Bonds, which were payable January 1, 1873, have been extended for twenty years, the future interest made payable in gold, or its equivalent.

The company have 10 locomotives, 19 first-class and 26 second-class passenger, 5 baggage, 2 mail, 1 smoking, and 108 freight cars. Number of miles run by locomotives, 204,790. Number of through passengers, 78,526; do. way do., 271,569; do. excursion, 67,091. Tons of freight carried, 69,324.

GENERAL BALANCE SHEET, December 31, 1872.

Cost of road.....	\$1,780,076 57
Construction charged during the year 1872.....	10,546 82
Equipment.....	376,194 87
Steamboats.....	76,800 00
Express Teams.....	3,429 40
Materials on hand.....	23,741 97
Bills receivable.....	10,333 74
Due by sundry debtors and agents.	21,464 78
Stock and bonds of the Sea-View Hotel Co.....	24,000 00
Cash.....	10,922 95
	\$2,337,561 10
Stock, 7,548 shares common.....	\$377,400 00
Stock, 16,748 shares preferred....	837,400 00
Stock, scrip.....	1,069 58
First mortgage bonds.....	490,000 00
Second mortgage bonds.....	500,000 00
Bonds and mortgage.....	68,400 00
Second mortgage coupon scrip....	250 65
Bills payable.....	30,208 85
Material bills.....	16,381 68
Wages.....	7,066 13
Profit and loss.....	9,384 21
	\$2,337,561 10

President.—ROBERT FRAZER.

Directors.—Robert Frazer, Anthony J. Antelo, Andred K. Hay, Samuel Richards, Walter D. Bell, Samuel B. Colwell, John Lucas, John F. Starr, James B. Dayton, Charles Cambios, Jr., Enoch A. Doughty, John S. Newbold, Charles F. Davenport.

Secretary and Treasurer.—D. M. ZIMMERMAN.

The Cairo and Fulton Railroad was completed on the 31st ult. to Fulton, in the extreme southwestern corner of Arkansas, four hundred and seventy miles from St. Louis. The road will be pushed on immediately to Texarkana, twenty miles beyond, where it will connect with the International Texas Pacific and the whole system of Texan roads.

Baltimore and Potomac Railroad.

At a meeting of the stockholders of this company held in Baltimore on the 3d inst., the following gentlemen were elected directors: B. F. Newcomer, George Small, George B. Roberts, J. N. Du Barry, Colonel Samuel Cox, Dr. Eli J. Henkle and Wm. T. Walters. At a subsequent meeting of the directors the following officers were chosen: Hon. Oden Bowie, President; J. N. Du Barry, Vice President and General Manager; S. Little, Secretary and Auditor; and J. S. Leib, Treasurer.

The president submitted the report of the president and directors for the last year, which, on being read, was, on motion, accepted and ordered to be published as part of the proceedings of the meeting.

REPORT OF THE PRESIDENT.

To the stockholders of the Baltimore and Potomac Railroad Company:

In compliance with their charter, the president and directors submit their annual report. At the last annual meeting the road from Baltimore to Washington, having been completed and opened on the second day of July, 1872, had been in successful operation two months. On the first day of January of the present year the main stem from Bowie to Pope's Creek, on the Potomac river, was opened to travel, and two trains are run daily over it each way, one being a passenger train, and the other a mixed passenger and freight, thus affording ample facilities to a productive country heretofore dependant upon water transportation, after long hauls and over bad roads.

On the 29th day of June, 1873, our passenger trains, which had previously been compelled to stop beyond the city limits, commenced to run regularly through the tunnel to the depot in Calvert street. The tunnel, which far exceeds in its extent and cost any yet completed in this country, has been found to be perfect in its construction, and to give admirable satisfaction to passengers, who find not the slightest inconvenience from smoke, but experience sensations of surprise and pleasure in passing through its subterranean depths under the centre of a great city. The double track through it has been laid and ballasted.

The depot and station houses at Pennsylvania avenue and Charles street have been sufficiently completed for use by passengers; and arrangements having been made with the Northern Central Railway Company for the use of its Calvert Station as the starting point for our trains, the Baltimore travel over the road has the unrivalled advantage of being able to take our cars at either of these three stations, or at Lafayette Station, or at the stock yard, as may be most convenient.

Satisfactory progress is still being made upon the grand depot building in Washington. When completed, its arrangements and conveniences will be perfect, and it is intended that it shall be an ornament to the National Capital, which, if ever the projected park there is completed, and near the proposed ground of which is it located, will be one of its most strikingly ornamental features.

There are few points on the main stem from Bowie to Pope's Creek where sidings are intended to be placed and proper freight and station houses erected, which have not yet been done, but which will be very shortly, as the materials, having been in temporary use elsewhere, are now available for these permanent locations.

Thus we have the road completed, and its buildings nearly all erected. The last report detailed the character of the bridging, iron and other material used in construction, all of which have been the very best.

The unprecedented freshets of last month, never known by the residents of the sections in which they prevailed to have been equalled in force or volume, did considerable temporary damage to the road, and caused an entire cessation of travel for several days. The earnest zeal and energy of

the proper officers soon, however, restored the road and resumed the regular travel, including the through to New York, which had just been opened by our tunnel and Union Railroad; and by our late experience we hope to convert the annoyance and temporary loss into great permanent good.

Having seen where the road might be improved and perfected, our efforts are already directed to that end; the banks in many places will be widened, numerous culverts enlarged, and in several cases bridges substituted for culverts; and thus the danger from freshets averted. The completion of the tunnel now brings all our mileage into operation, and we believe that the next twelve months will demonstrate the value of the road in its handsome earnings. Its operations prior to its final completion was intended only to settle and strengthen its bed, and on the main steam from Bowie to Pope's Creek mainly as a public convenience to gratify the universal desires of the section of the State through which it passed, and with no expectation of profitable results.

Of course, so long as our passengers and freight had to be landed beyond the city limits, several miles from the commercial and resident sections of the city, and to be carried over unpaved roads and sideways before reaching the streets of Baltimore, we could not hope to draw largely from old established and well managed lines of travel. But an examination of the treasurer's report, herewith submitted, shows a much more favorable exhibit than could have been expected, and that, under all its disadvantages, the road has been operated at a small profit.

Now that we are finally ready for travel and freight, with our main depots in the centres of Baltimore and Washington, and the choice of stations in different localities in both cities, that the tunnel gives us greatly the best advantages for through connections North, South, East and West; that arrangements for these have been made, and others for both local freight and travel are being perfected; that our equipment of engines, of passenger, palace and freight cars of all kinds is ample, new, and of the most approved character, we feel assured that the faith of the friends of the road is about to be realized, and their confidence rewarded.

For the successful results of the past year, much is due to the different officers of this road, who have never seemed to weary in the proper efforts to bring our new candidate for popular favor and patronage fitly before the public.

The board of directors have recently had the misfortune to lose two of their most useful and valued members. One of them, Hon. James C. Clarke, has been chosen Vice President of the Great Erie Railroad at a salary commensurate with his eminent abilities, and it is with much regret that we shall lose his services to our board and to the State of Maryland.

The other, Colonel Wm. D. Bowie, who had been a director from the earliest organization of the company in 1858, and who in that long time scarcely ever failed to attend a meeting of the board; whose deliberations, his sound, mature, and always unprejudiced judgment greatly influenced, has been called hence after a long, pure and well spent life.

These vacancies having so recently occurred, the board did not think it proper to fill them, in view of the present approaching meeting of the stockholders.

ODEN BOWIE, President.

The Pennsylvania Railroad Company gives notice to the stockholders that the fourth instalment of 25 per cent on the allotment of new stock of 1872 will be payable between November 1st and 28th, 1873, and an instalment of 25 per cent on the allotment of new stock for 1873 will be due at the same time. The remaining instalment of 25 per cent, it is also stated, will be received from such stockholders as may desire to pay in full for their shares.

Railways of Great Britain.
The railway statistics of the United Kingdom for 1872 have just been published by the Board of Trade. The total length of line opened for traffic at the close of last year was 15,814 miles, an increase of 438 miles as compared with 1871, and more than double the mileage of 1853. Of the present lines England and Wales have 11,136 miles, Scotland has 2,587, and Ireland 2,091. The total authorized capital is £644,589,000, and the total paid up £569,000,000. Of this latter sum £239,000,000 is ordinary capital, £63,000,000 is guaranteed, £115,000,000 preferential, more than £56,000,000 consists of loans, and very nearly £86,000,000 is debenture stock. Of the authorized capital more than £532,000,000 appertains to English Railways. The Scotch lines account for more than £76,000,000, and the Irish for something less than £36,000,000. Of the paid-up capital, England has rather less than £474,000,000, Scotland under £67,000,000, and Ireland under £29,000,000. It will be seen that the paid-up stock and share capital of all the railways is rather less than £47,000,000, in addition to a total of rather more than £152,000,000, raised by loans and debentures. In 1853 the total authorized capital was under £367,000,000, and the capital paid-up was rather more than £273,000,000. In that year the ordinary stock was less than £165,000,000. We have no account of debenture stock until 1859, when it amounted to \$5,620,000. In that year the ordinary stock was £184,560,000, the guaranteed and preferential £63,555,000, and the loans £80,628,000, thus making a total exceeding £334,000,000. The amount of paid up capital was then £33,430 per mile. In 1853 it was £35,561 per mile. It has now risen again to £35,984, or just about £20 per yard.

Such being the cost, we proceed to look at the year's work on these 15,814 miles of railway. The passengers carried were 422,875,000, in addition to more than 270,000 season ticket holders. England and Wales account for 372,450,000 passengers and nearly 218,000 season ticket holders. In 1853 the passengers carried on all the railways amounted to less than one-fourth the number in 1872, the total being 102,266,000. Of the passengers carried last year 37,678,000 were first class; 72,460,000 second class, and the enormous proportion of nearly 313,000,000 third class. The gross receipts from the passenger traffic were £22,288,000. In 1853 the amount was £9,100,000, or less than half. The increase compared with 1871 is considerable, the amount in that year being £20,623,000. The total receipts from the goods traffic last year exceeded £29,000,000. In 1871 the amount was under £26,500,000, and in 1853 it was under £9,000,000. It was not until after 1854 that the receipts from the goods traffic exceeded the proceeds of the passenger traffic, and the excess was of small proportion until 1860, when for the first time there was a difference of a million and more. The goods traffic produced fifty-four and one-half per cent of the gross receipts of last year. The proportion was rather higher in 1867, but with that exception it has always been less. The total gross receipts from the traffic (passengers and goods) in 1872 were £51,804,000, to which may be added rents, tolls, and the revenue from steam-boats, making altogether £53,235,510, or more than £1,000,000 per week. This shows a material advance on the previous year, the amount then being £48,892,780. In 1853 the total traffic receipts were a little over £18,000,000. The traffic receipts in 1872 were at the rate of 5s. 4½d. per train mile. In 1871 the rate was 5s. 3d., and the year before

5s. 1½d., which is the lowest on record. In 1853 the receipts were 5s. 5d. per train mile, and in 1856 they were as high as 5s. 11½d.

In analyzing the receipts from the passenger traffic it is important to observe that more than half—that is to say, as much as £10,319,000—is from the third-class. The revenue from first-class passengers is £4,319,000; from the second-class, £4,198,000; and from season-ticket holders, £892,000. Excess luggage, parcels, carriages, horses, dogs, &c., account for £1,930,000, and mails £623,000. Of the £29,000,000 from goods traffic, merchandise yields £16,688,000; live stock, £1,078,000; and minerals, £11,226,000. The passenger trains traveled 93,000,000 miles, and the goods and mineral trains nearly 95,000,000. Adding the journeys of the mixed trains, we get a total of more than 190,000,000 miles, a distance exceeding the diameter of the earth's orbit. The weight of the goods traffic comprised 106,495,000 tons of minerals, 49,194,000 tons of general merchandise, and 23,613,000 tons unclassified. To carry on this traffic there were nearly 11,000 locomotives, nearly 24,000 passenger carriages, and more than 300,000 wagons. Other vehicles attached to passenger trains amount to 8,500, and miscellaneous vehicles used on the lines 5,000, making a total of nearly 349,000 under the head of rolling stock. It would be a curious piece of information to know how far all these vehicles would extend in a single line.

Against the gross receipts of more than £53,000,000, we have to put a working expenditure of £26,293,000, leaving the net receipts slightly under £27,000,000, the proportion of working expenditure to the gross receipts being 49 per cent. In 1871 this proportion was 47 per cent. In 1867 it was 50 per cent. In 1860 and 1864 it was as in 1871. In 1872, the proportion was 49 per cent on the English railways, 61 per cent on the Scotch, and 53 per cent on the Irish. The working expenditure of all the lines taken together includes £4,870,000 for maintenance of the permanent way, £7,146,000 for engine power, £2,150,000 for repairs and renewals of carriages and wagons, £7,574,000 for traffic charges, (coaching and merchandise,) more than £1,000,000 for rates and taxes, a little over half a million for Government duty, £300,000 "compensation for personal injury," &c., £186,600 compensation for damage and loss of goods, and £299,000 for legal and Parliamentary expenses. General charges, steamboat, canal, and harbor expenses, and miscellaneous matters, make up the total working expenditure. The compensation for personal injury amounts to £246,700 on the English lines, the Scotch lines paying £41,300, and the Welsh £6,700.

The Illinois Central Railroad Company and the Southern Railroad Association are building a link of about 85 miles between Cairo, Ill., and Jackson, Tenn., which will make a close connection with the entire Southern Railroad system, avoiding the water transfer of twenty miles between Cairo and Columbus, Ky. The work is progressing rapidly, and is expected to be finished about next October. On the completion of this road Chicago will have an uninterrupted railway line to Mobile and New Orleans by the Illinois Central Railroad, over which passenger trains will run the entire distance without change of cars.

The proposed Brownsville and Youghiogheny, (Penn.) Railroad, of which A. L. McFarland is President, is to extend from Brownsville, Fayette county, to Greensburg, Westmoreland county, by such route as may be deemed most practicable and important. Three routes have been suggested, but as yet the question has not come up for consideration. The Redstone Coal Company is taking an interest in the projected work, and will give it aid.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,280,000	J. & J.	July '73 34	Long Island 50	3,000,000	M. & S.	May '73 10a	Vermont and Mass. 100	32,000,000	M. & N.	May '73 2
Allegheny Valley 50	2,266,350	J. & J.	July '71 4	Louisv., Cin. and Lex. 50	1,823,483	J. & J.	July '69 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '71 34
Atlanta and West Point. 100	1,232,200	J. & J.	July '71 4	Louisv. pref. 100	848,700	J. & J.	July '75 44	Warwick Valley 100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf 100	3,093,200	J. & J.	July '71 34	Louisville & Nashville. 100	8,980,600	F. & A.	Aug. '73 4	West Jersey 100	1,200,000	F. & A.	Aug. '73 4
Atlantic and St. Law. 100	838,976	M. & S.	Mar. '73 2	Louisv., N. Alb. & Chi. 50	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac. 100	180,000	J. & J.	Jan. '73 2
Atlantic new 1870. 100	1,500,000	J. & J.	July '71 34	Lowell and Lawrence. 100	200,000	A. & O.	Apr. '73 3	Winchester & Strasburg. 100	600,000	J. & J.	July '72 34
Avon, Genesee & Mt. M. 100	194,250	A. & O.	Oct. '72 14	Lykens Valley 20	600,000	F.M.A.N.	Feb. '73 24	Worcester and Nashua. 75	1,400,555	J. & J.	July '73 45
Baltimore and Ohio. 100	13,151,962	M. & N.	May '73 5	Macon and Western. 100	2,500,000	J. & J.	July '73 5	HORSE-POWER R. R.			
Washington Br. pref. 100	1,650,000	A. & O.	Apr. '73 5	Maine Central 100	3,400,500	J. & J.	July '73 5	Albany City 100	110,300	J. & J.	Aug. '72 1
Parkersburg Br. pref. 100	6,880,685	J. & J.	July '73 14	Manchester and Law. 100	1,000,000	M. & N.	May '73 5	Baltimore City 100	80,000	F. & A.	Aug. '72 1
Berkshire 100	600,000	J. & J.	July '73 14	Marietta & Cincinnati. 50	1,872,801	M. & S.	Sep. '66 3e	Bleecker St. & Fy. (N.Y.) 100	900,000	J. & J.	Aug. '72 1
Blossburg & Corning. 100	250,000	J. & D.	Dec. '72 24	" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3e	Boston and Chelsea. 100	110,000	A. & O.	Apr. '73 4
Boston and Albany 100	10,664,100	M. & N.	May '73 5	" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3e	Broadway (Brooklyn). 100	200,000	J.A.J.O.	Apr. '73 3
Bos., Cin. & Fitchb. pref. 100	683,200	J. & J.	July '73 5	Massachusetts 100	400,000	F. & A.	Aug. '73 3	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & J.	Jun. '70
Agricultural Br. guar. 100	60,000	J. & D.	Dec. '72 3	Memphis & Charleston. 25	5,312,725	J. & J.	Jan. '69 3	Brooklyn City 100	1,500,000	F.M.A.N.	May '73 3
Boat. Conc. & Mont. pref. 100	800,000	M. & N.	May '73 5	Michigan Central 100	18,723,275	J. & J.	Jan. '73 4e	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Boston and Lowell. 500	2,822,900	J. & J.	July '73 4	Mill Creek & Minehill. 50	323,375	J. & J.	July '73 5	Brooklyn and Jamaica. 100	488,100	J. & J.	July '71 34
Boston and Maine. 500	6,816,807	M. & N.	May '73 5	Milwaukee and St. Paul. 100	13,398,550	J. & J.	Dec. '70 7e	Bushwick (Brooklyn). 100	302,000	J. & J.	July '71 34
Boston and Providence. 100	3,950,000	M. & N.	May '73 5	" pref. 100	10,825,777	F. & A.	Feb. '73 5	Cambridge. 100	727,800	A. & O.	Apr. '73 44
Buffalo, N. Y. & Erie. 100	960,000	F. & A.	Aug. '73 34	M. Hill & Schuyl. Hav. 50	3,856,450	J. & J.	July '73 34	Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 24
Burlington and Mo. Riv. 100	6,636,000	M. & S.	Sep. '73 5	Morris and Essex. 50	14,008,100	J. & J.	July '73 34	Citizens' (Phil.). 50	600,000	J. & J.	July '73 7
" pref. 100	1,485,900	M. & S.	Sep. '73 5	Nashua and Lowell. 100	800,000	M. & N.	May '73 5	Citizens' (Pbg.). 50	200,000	M. & N.	Nov. '71 7
Camden and Amboy. 100	6,847,800	J.A.J.O.	July '73 24	Naugatuck 100	1,877,900	F. & A.	Aug. '72 54	Coney Island & Brookl. 100	500,000	J. & J.	Aug. '73 2
Camden and Atlantic. 100	379,020	J. & J.	Oct. '72 34	Nequehoning Valley. 50	1,000,000	M. & S.	Mar. '73 5	D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	Aug. '73 2
" pref. 50	752,700	J. & J.	Oct. '72 34	Newark and N. York. 100	977,400	J. & J.	Jan. '72 34	Eighth Avenue (N.Y.). 100	1,000,000	J.A.J.O.	Oct. '71 3
Cape Cod 50	1,020,330	J. & J.	Jan. '72 24	N. Bedford & Taunton. 100	500,000	M. & N.	May '73 10	Elizabeth and Newark. 100	200,000	J. & J.	Nov. '71 5
Cape May and Millville. 100	447,000	J. & D.	Dec. '72 3	N. Castle & Beaver Val. 50	1,800,000	J. & J.	Aug. '69 12e	42nd St. & G. St. Ferry. 100	748,000	M. & N.	Nov. '71 5
Catawissa & Fogelsv. 100	428,000	Novemb.	Nov. '71 6	N. Haven & Northamp. 100	605,000	J.A.J.O.	Sep. '72 3	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '73 5
Catawissa 50	1,159,600	M. & N.	May '73 34	New Jersey 100	7,295,200	J.A.J.O.	July '73 24	Germantown (Ph.). 50	1,000,000	J. & J.	July '73 5
" pref. 50	2,300,000	M. & N.	May '73 34	New London Northern. 100	1,418,800	J. & J.	Jan. '73 5	Girard College (Ph.). 50	500,000	J. & J.	July '73 5
Cayuga and Susq. 100	589,110	J. & J.	July '73 4	N. Y. Cen. & Hudson R. 100	89,428,330	A. & O.	Oct. '73 4	Grand St. and Newton. 100	170,000	J. & J.	Jan. '71 2
Cedar Rapids & Mo. R. 100	6,850,400	M. & N.	May '73 14	New York and Harlem. 100	8,500,000	J. & J.	July '73 4	Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
" pref. 100	769,000	F. & A.	Aug. '73 34	" pref. 100	1,500,000	J. & J.	July '73 4	Heston, Mantau & Fairm. 100	2,050,000	J. & J.	Oct. '71 6
Central of Georgia. 100	4,684,800	J. & J.	July '73 5	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	July '73 5	Lomb. & South St. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Central of New Jersey. 100	20,000,000	J.A.J.O.	July '73 4	N. Y. Provid. & Boston. 100	2,000,000	J.A.J.O.	July '73 24	Lynn and Boston 100	200,000	J. & J.	Jan. '73 4
Central Ohio. 50	2,425,000	J. & D.	June '73 3	Ning. Bridge & Canand. 100	1,000,000	J. & J.	Jan. '73 3	Malden and Melrose. 100	200,000	J. & J.	Jan. '73 4
" pref. 50	400,000	J. & D.	June '73 3	North Carolina. 100	4,000,000	Irregular.	Jan. '73 5	Metropolitan (Boston). 50	1,500,000	J. & J.	Jan. '73 4
Central Pacific 100	54,275,500	Sept. '73 3	Sept. '73 3	N. Eastern (N. C.) pref. 100	111,000	M. & N.	May '67 4	Middlesex (Boston). 100	400,000	A. & O.	Apr. '73 3
Chesapeake 100	380,000	J.A.J.O.	July '73 14	North Pennsylvania. 50	1,160,180	January.	Jan. '73 5e	Ninth Avenue (N. Y.). 100	797,320	J. & J.	Jan. '73 4
Chesapeake, preferred. 100	1,100,000	J. & J.	July '73 14	Northern Central 50	5,842,000	M. & N.	Nov. '72 3	Orange and Newark. 100	282,555	J. & J.	July '73 4
Chicago and Alton. 100	9,929,900	M. & S.	Sep. '73 5	N. rthern N. Hampsh. 50	3,068,400	J. & D.	June '73 4	Philadelphia City 50	750,000	J. & J.	July '73 4
" pref. 100	2,425,400	M. & S.	Sep. '73 5	Northern New Jersey. 100	1,000,000	J. & J.	Jan. '72 4	Philadelphia and Darby. 100	200,000	J. & J.	July '71 2
Chicago, Burl. & Quincy. 100	18,652,910	M. & S.	Sep. '73 5	Norwich and Worcester. 100	2,823,400	J. & J.	July '73 5	Phila. and Grey's Ferry. 100	284,775	J. & J.	July '73 24
Chicago, Iowa & Nobles. 100	9,916,300	M. & S.	Sep. '73 5	Ogdensb. & L. Champ. 100	3,077,800	J. & J.	Jan. '73 3	Pbg. Alleg. & Manchester. 50	200,000	M. & N.	Nov. '69 8
Chicago & N. Western. 100	15,685,480	J. & J.	Dec. '72 34	" pref. 100	2,000,000	A. & O.	Apr. '73 4	Second Avenue (N. Y.). 100	888,100	J.A.J.O.	July '73 2
" pref. 100	21,439,563	J. & J.	July '73 34	Ohio and Mississippi. 100	19,995,847	J.A.J.O.	June '72 34	Second & Third St. (Ph.) 100	992,100	J. & J.	July '73 5
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Apr. '73 4	Oil Cr. & Allegheny R. 50	4,259,450	J.A.J.O.	July '73 3	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Old Ham. & Dayton. 100	3,500,000	A. & O.	Apr. '73 4	Old Colony & Newport. 50	6,297,900	J. & J.	July '73 34	Sixth Avenue (N. Y.). 100	750,000	M. & N.	May '71 5
Cin. Sand. and Cleve. 50	2,980,550	M. & N.	May '73 2	Oswego and Syracuse. 100	482,400	F. & A.	Aug. '73 4	Third Avenue (N. Y.). 100	1,170,000	F.M.A.N.	May '73 3
" pref. 50	429,400	M. & N.	May '73 2	Pacific of Missouri. 100	3,581,750	J. & J.	July '73 14	13th & 15th street (Ph.) 100	1,000,000	J. & J.	July '73 1
Clev., Col. Cin. & Ind. 100	14,991,275	F. & A.	Aug. '73 34	Panama 100	1,000,000	J.A.J.O.	Oct. '73 4	Somerville (Boston). 100	75,000	M. & N.	May '73 3
Cleveland & Mahoning. 50	2,057,599	M. & N.	May '73 34	Pateron and Hudson. 100	600,000	J. & J.	July '73 3	South Boston 100	400,000	J.A.J.O.	July '73 24
Cleveland & Pittsburg. 50	11,235,150	F.M.A.N.	May '73 14	Pateron and Newark. 100	500,000	J. & J.	July '73 3	Union (Boston). 100	200,000	J. & J.	July '72 4
Col. Chic. & Ind. Cen. 100	13,000,000	F. & A.	Aug. '73 34	Pateron and Ramapo. 100	248,000	J. & J.	July '73 3	Union (Phila.). 50	400,000	J. & J.	July '72 6
Columbus and Xenia. 50	1,785,800	M.J.S.D.	June '73 2	Pember. & Hightstown. 50	342,150	J. & J.	Jan. '71 3	West Philadelphia. 50	400,000	J. & J.	July '73 8
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '73 34	Pennsylvania 100	22,000,000	M. & N.	May '73 5	CANALS.			
Concord 100	1,600,000	M. & N.	May '73 5	Peoria & Bureau Val. 100	1,000,000	F. & A.	Aug. '73 4	Chesapeake & Delaware. 50	1,983,563	J. & D.	June '73 3
Concord and Ports. 100	850,000	J. & J.	July '73 34	Philadelphia and Erie. 100	6,004,900	J. & J.	July '72 4	Chesapeake and Ohio. 25	8,229,594	F. & A.	Aug. '73 4
Conn. & Passaic R. Riv. 100	2,100,000	F. & A.	Aug. '73 3	" pref. 50	2,400,000	J. & J.	July '72 4	Chesapeake Division. 50	1,633,350	F. & A.	Aug. '73 4
Connecticut River. 100	21,850,000	J. & J.	July '73 5	Phil. Ger. & Norristown. 50	1,620,250	M.J.S.D.	Sep. '73 3	Delaware and Hudson. 100	15,000,000	F. & A.	Aug. '73 5
Cumberland Valley. 100	4,494,350	A. & O.	Apr. '73 4	Philadelphia & Reading. 100	32,684,378	J. & J.	July '73 5	Delaware and Raritan. 100	5,847,400	J.A.J.O.	July '73 24
Danbury and Newfal. 50	400,000	M.J.S.D.	Dec. '71 4	" pref. 50	1,561,800	J. & J.	July '73 5	Erie of Pennsylvania. 50	64,000	J. & J.	Aug. '73 2
Delaware. 50	1,230,941	J. & J.	Jan. '73 2	Phila. and Trenton. 100	1,250,100	J.A.J.O.	July '73 24	Lehigh Coal & Navigt. 50	9,739,800	M. & N.	May '67 3
Del., Lackaw. & Westn. 100	18,968,850	J.A.J.O.	July '73 5	Phila. Wil. & Balt. 50	11,485,750	J. & J.	July '73 4	Monongahela Navigt. 100	1,003,500	J. & J.	Jan. '73 3
Detroit & Milwaukee. 50	822,140	J. & J.	Dec. '69 7	Pittsb., Ft. W. & Chi. 100	19,714,285	J.A.J.O.	Apr. '73 14	Morris (consolidated). 100	1,025,000	F. & A.	Aug. '72 2
" pref. 50	2,095,000	J. & J.	Dec. '69 7	" Special Imp. 100	2,000,000	J.A.J.O.	Apr. '73 14	" (preferred). 100	1,175,000	F. & A.	Aug. '72 5
Dubuque & Sioux City. 100	5,000,000	J. & J.	Oct. '72 3	Pittsfield & N. Adams. 100	400,000	J. & J.	July '73 3	Pennsylvania 50	4,337,950	J. & J.	Aug. '73 2
East Pennsylvania. 100	1,308,300	J. & J.	July '73 3	Portland and Kamebec. 100	610,700	J. & J.	Jan. '72 3	Schuyl. Nav. (common). 50	1,908,207	F. & A.	Feb. '73 30c
East Mahanoy. 100	392,950	J. & J.	July '73 3	Yarmouth certificates. 100	202,400	A. & O.	Apr. '72 3	" (pref.). 50	2,538,977	F. & A.	Feb. '73 60c
Eastern (Mass.). 100	4,282,500	J. & J.	July '73 3	Portl., Seac. & Portm. 100	1,500,000	J. & J.	July '73 5	Susq. and Tide Water. 50	2,092,745	J. & J.	Feb. '73 60c
Eastern (N. H.). 100	492,500	J. & J.	July '73 3	Providence & Worcester. 100	2,000,000	J. & J.	July '73 5	Union 50	2,907,850	J. & J.	Jan. '65 -
Kimber, Jct. & Canand. 100	600,000	F. & A.	Feb. '73 24	Raleigh and Gaston. 100	1,600,000	J. & J.	July '71 6	MISCELLANEOUS.			
Kimber & Williamsport. 50	600,000	M. & N.	May '73 24	Rensselaer & Saratoga. 100	6,000,000	J. & J.	July '73 4	Adams Express. 100	10,000,000	M.J.S.D.	Sep. '73 2
" pref. 50	600,000	J. & J.	July '73 24	Roch. & Genesee Val. 110	567,500	J. & J.	July '73 4	American Canal. 25	1,500,000	M. & S.	Mar. '72 3
Erie Railway 100	78,000,000	Oct. '73 1	Oct. '73 1	Rome, Watert. and Ogd. 100	2,995,900	J. & J.	July '73 34	Am. Merch. Union Exp. 100	18,000,000	J. & J.	July '73 3
" pref. 100	8,538,910	Oct. '73 34	Oct. '73 34	Rutland. 100	2,700,000	J. & J.	July '73 34	Ashburton Coal. 50	2,500,000	J. & D.	Dec. '68 4
Erie and Pittsburg. 50	1,090,250	M.J.S.D.	June '73 14	" preferred. 100	4,300,000	F. & A.	Aug. '73 34	Atlantic Mail Steamship. 100	4,000,		

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.		Amounts outstanding.	Rate.	Payable.	PAY-ABLE.	Market Price.
National Securities Sept. 1, 1873.											
Loan of June 14, 1868.....registered	\$4,045,000	5	Jan. & July.	1874	112 1/2	Massachusetts—(\$30,712,882):					
Loan of February 8, 1861.....registered	13,955,000	5	" " "	1874		State (public works) scrip, '72.....	708,000	5	Vario	'72-'80	
Loan of February 8, 1861.....coupon	13,759,000	6	Jan. & July.	1880	116 1/2	State (public works) scrip.....	264,000	6	June & Dec.	'72-'77	
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	" " "	1880	117 1/2	Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	
Loan of July 17, and Aug. 5, 1861.....registered	125,565,150	6	Jan. & July.	1881	109 1/2	Union Fund Loan, 1862.....	600,000	5	" " "	'77-'78	
Loan of Feb. 25, 1862 (5-20s).....registered	63,755,200	6	Jan. & July.	1881	116 1/2	Coast Defense Loan, 1863.....	888,000	5	" " "	1883	97
Loan of Feb. 25, 1862 (5-20s).....coupon	23,201,000	6	Jan. & July.	1881	117 1/2	Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	100
Loan of March 3, 1863 (5-20s).....registered	187,397,950	6	May & Nov.	1882	113 1/2	Bounty Loan, 1864, £323,600 stg.....	4,000,744	5	" " "	1894	
Loan of March 3, 1863 (5-20s).....coupon	53,553,500	6	Jan. & July.	1882	114	War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	
Loan of March 3, 1864 (5-20s).....registered	21,444,500	6	Jan. & July.	1881	116 1/2	R. R. & Hoosac Tunnel bonds, £1,445,700 stg.....	7,175,451	5	April & Oct.	'88-'93	
Loan of March 3, 1864 (5-20s).....coupon	946,600	6	May & Nov.	1884	115 1/2	R. R. & Hoosac Tunnel bonds, dollar.....	1,166,560	5	" " "	'90-'95	
Loan of June 30, 1864 (5-20s).....registered	26,474,650	6	May & Nov.	1884	115 1/2	Loan (B. H. & Erie R. R.) £743,600 stg.....	3,599,024	5	Jan. & July.	1900	
Loan of March 3, 1865 (5-20s).....registered	34,946,700	6	" " "	1884	115 1/2	Michigan—(\$2,332,293):					
Loan of March 3, 1865 (5-20s).....coupon	119,141,750	6	" " "	1884	115 1/2	Canal Bonds, 1869.....	51,000	6	Jan. & July.	1879	
2d series (5-20s).....registered	58,471,650	6	Jan. & July.	1885	115 1/2	\$2,000,000 Loan Bonds, 1863.....	446,000	6	" " "	1873	
3d series (5-20s).....coupon	148,388,400	6	Jan. & July.	1885	115 1/2	\$2,000,000 Loan Bonds, 1863.....	431,000	6	" " "	1878	98
4th series (5-20s).....registered	90,585,150	6	Jan. & July.	1885	115 1/2	\$2,000,000 Loan Bonds, 1863.....	718,000	6	" " "	1883	
Loan of March 3, 1864, (10-40s).....registered	140,387,600	5	Mar. & Sept.	1904	112 1/2	Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	
Consols of July 14, '70 & Jan. 20, '71.....registered	143,570,100	5	F. M. A. & N.	1881	114 1/2	Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	
Consols.....coupon	106,429,000	4 1/2	F. M. A. & N.	1886		Minnesota—(\$350,000):					
Consols.....coupon		4 1/2	" " "	1886		Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872	
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)	14,000,000	3	" " "	1901		State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-'79	
Navy Pension Fund of July 23, 1868 (cur.)	678,000	4	" " "	1901		Railroad Bonds (suspended) 1858.....	2,275,000	7	June & Dec.	1883	
Certificates of Indebtedness 1870 (cur.)	678,000	4	" " "	1901		Missouri—(\$17,669,000):					
Pacific R. R. Bonds (currency)	64,623,512	4 1/2	" " "	1901		State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	91 1/2
U. S. Notes and Fractional Currency	400,969,529	4 1/2	" " "	1901		Railroad Loans Bonds, 1854-'66.....	1,589,000	6	" " "	'87-'88	
						S. W. Br. of Pacific R. R. bonds, guar.....	14,496,000	7	" " "	'74-'90	96 1/2
						State Bonds, funding, 1867-'68.....	2,727,000	5	" " "	'76-'91	
						Nevada—(\$600,000):					
						State Bonds, for floating debt.....	660,000	10	Mar. & Sept.	'72-'81	
						New Hampshire—(\$2,405,400):					
						War Loan Bonds, July 1, 1861.....	512,000	6	Jan. & July.	'71-'78	98 1/2
						War Loan Bonds, July 1, 1864.....	600,000	6	Mar. & Sept.	'84-'89	97 1/2
						War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	
						New Jersey—(\$2,896,200):					
						War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104 1/2
						War Loan Bonds, 1863, tax free.....	1,002,000	6	" " "	'86-'90	
						War Loan Bonds, 1864, tax free.....	584,400	6	" " "	'97-'02	
						New York—(\$38,121,600):					
						General Fund Stock.....	900,000	5	J. A. J. & O.	1875	
						General Fund Stock.....	800,000	6	" " "	1878	
						General Fund Stock.....	348,107	5	" " "	pleas.	
						General Fund Stock.....	1,189,780	5	" " "	pleas.	
						Canal Stock.....	1,109,420	6	" " "	1874	
						Canal Stock.....	7,408,000	6	" " "	'72-'73	112
						Canal Stock.....	2,572,000	6	" " "	'74-'75	103
						Canal Stock.....	880,000	6	" " "	1877	
						Bounty Loan Bonds, 1867, registered.....	50,675,000	7	Jan. & July.	1877	105 1/2
						Bounty Loan Bonds, 1867, coupon.....	1,872,000	...	" " "	1877	104 1/2
						North Carolina—(\$29,900,045):					
						State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	27
						State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	
						State (new) Bonds, 1867 to 1870.....	8,009,045	6	Jan. & July.	'92-'95	16
						State (new) Bonds, 1867 to 1870.....	1,530,000	6	April & Oct.	'92-'95	
						Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
						Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15
						Special Tax Bonds.....	11,407,000	6	" " "	'93-'99	14
						Ohio—(\$9,022,721):					
						Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	
						Loan of 1860 Bonds, skg f'd.....	1,600,000	6	" " "	1875	99
						Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" " "	1881	103
						Loan of 1866 Bonds, skg f'd.....	2,400,000	6	" " "	1886	103
						Oregon—(\$290,527):					
						Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	
						Willamette Canal & Lock Bonds of 1870.....	200,000	7	" " "	1890	
						Pennsylvania—(\$23,272,956):					
						Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'73	
						Loan of Feb. 1867 (5-10s).....	3,782,550	6	" " "	'72-'73	101
						Loan of Feb. 1867 (5-10s).....	90,400	6	" " "	'77-'82	
						Loan of Feb. 1867 (10-15s).....	7,890,550	6	" " "	'77-'82	103
						Loan of Feb. 1867 (15-25s).....	723,950	6	" " "	'82-'92	108
						Loan of Feb. 1867 (15-25s).....	9,271,850	6	" " "	'82-'92	109
						Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	
						State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	
						State Stocks (old).....	1,997,050	6	" " "	'77-'78	
						State Stocks (old).....	1,997,050	4 1/2	Jan. & July.	1882	
						Rhode Island—(\$2,770,000):					
						War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99
						" " " of Jan. 1863.....	200,000	6	April & Oct.	1893	
						" " " of June 1863.....	602,000	6	Jan. & July.	1893	
						" " " of May 1864.....	820,000	6	Feb. & Aug.	1894	
						South Carolina—(\$15,857,327):					
						State House, Stock and Bonds '63-'66.....	1,233,188	6	Jan. & July.	'71-'90	
						Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	20
						" " " '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	14
						Funding Stocks and Bonds.....	899,000	7	" " "	1888	
						Blue Ridge R. R. Bonds 1854.....	970,000	6	" " "	'74-'78	
						Conversion Bonds 1869.....	7,371,709	6	" " "	1888	
						" " " 1870.....	500,000	6	April & Oct.	1899	
						Tennessee—(\$30,952,156):					
						Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	51
						State Bonds (direct).....	4,819,544	6	April & Oct.	"	
						Endorsements.....	2,197,000	6	Jan. & July.	"	
						Funded Interest Bonds.....	9,000,000	6	" " "	"	81
						Texas—(\$3,397,325):					
						Frontier Protection Bonds, gold, 1870.....	700,000	7	Jan. & July.	'90-'10	
						Deficiency Bonds, 1871.....	357,009	10	Mar. & Sept.	1876	85
						Vermont—(\$82,000):					
						War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'75	100
						" " " registered.....	201,000	6	" " "	'71-'75	
						Virginia—(\$46,926,208):					
						State Stock (old) registered.....	22,081,202	6	Jan. & July.	'86-'90	43 1/2
						State Bonds (old) coupon.....	11,106,000	6	" " "	'86-'90	39 1/2
						State Bonds, sterling coupon.....	1,865,000	6	" " "	'86-'90	
						Funded Interest, 1860-'67.....	6,622,425	5	" " "	'76-'87	

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$980,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,360,000	7*	"	"	1893	....
1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	92
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98 1/2	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	97 1/2	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	"	1881	92 1/2	1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	86
Albany Loan.....	1,000,000	6	"	Albany.	1896	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893	96 1/2
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	"	1875	....
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	"	"	1878	105
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	93	Stock (common) Bonds.....	980,000	8	April & Oct.	"	1879	97 1/2
Special Mortgage to Penn.....	3,500,000	5	"	Harrisburg.	....	87 1/2	Stock (common) Bonds.....	899,500	8	Jan. & July.	"	1894	98 1/2
Androscoggin:							Stock (common) Bonds.....	1,377,848	8	"	"	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	94
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	70	Burlington and Southwestern:						
Acheson and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	50
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	Cairo and Fulton (Arkansas):						
Acheson, Topeka and Santa Fe:							1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87 1/2	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	"	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	88 1/2	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	"	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	"	1902	....	2d Mortgage of 1864.....	500,000	7	April & Oct.	Camden.	1879	95
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'07	89
Sectional (S. A. & G. R. R.) bonds	310,000	7	"	"	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	"	1888	....	1st Mort. (skg fd) for \$2,750,000..	.....	7	"	New York.	....	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	"	"	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort (skg fd) d'd for \$9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	75
1st Mort. (gold) for \$5,000,000..	.....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C. B. & Q.):						
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	95
1st Mortgage for \$15,000,000.....	.....	7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	"	"	1900	100
Atlantic and Pacific:							Chattel Mortgage.....	158,350	6	"	"	'80-'89	61
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	"	"	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota:						
1st Mortgage (sterling) of 1853..	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	....
2d Mortgage (sterling) of 1864..	1,499,966	6*	April & Oct.	"	1884	....	1st Mort. (W. to Minn. Line).....	1,377,909	7	Jan. & July.	"	1907	75 1/2
3d Mortgage (sterling) of 1871..	712,932	6*	May & Nov.	"	1891	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Bald Eagle Valley:							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87 1/2
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	"	"	1894	87 1/2
2d Mortgage.....	100,000	7	"	"	1884	....	1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	"	1910	84 1/2
Baltimore and Ohio:							Central Branch Union Pacific:						
Loan of 1858-'76.....	863,250	6	Jan. & July.	Baltimore.	1875	98 1/2	1st Mort. (Aitch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1860-'80.....	579,500	6	"	"	1880	98 1/2	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	1895	....
Loan of 1853-'55.....	1,710,500	6	April & Oct.	"	1885	98 1/2	Central of Georgia:						
Loan of 1855-'90 (Balt.) skg fd..	3,645,683	6	Jan. & July.	"	1890	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1870-'96 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....	Central of Iowa:						
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	"	"	1886	92	2d Mortgage, gold, \$4,000 p. m..	812,000	7*	April & Oct.	"	1901	....
Baltimore and Potomac:							Central of New Jersey:						
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	....
1st Mortgage (R. R.) gold guar..	3,500,000	6*	April & Oct.	"	1911	....	Convertible bonds of 1872.....	1,725,000	7	"	"	1902	....
Bangor and Piscataquis:							New Mortgage for \$5,000,000..	6,000,000	7	Feb. & Aug.	"	1890	105
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mort. (Bangor loan) extens'n	122,000	7	"	"	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	89
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	99 1/2
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,483,000	7*	"	"	1883	106 1/2
Belfast and Moosehead Lake:							State Aid B'ds (Int. by State) gold	1,500,000	7*	"	"	1885	107
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,735,000	6*	"	"	1899	....
Belleville and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	6,750,000	6*	"	"	'88-'92	....
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96 1/2	1st Mort. (S. Fr. Okld. & Ala.)..	500,000	8*	"	San Francisco	1890	....
Beloit and Madison (C. & N. W.):							1st Mort. (San Joaquin V. D.) gold	4,050,000	6*	April & Oct.	New York.	1900	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	"	"	1890	....
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by C. & ..)	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
2d Mortgage (guar. by A. Co. and	492,500	6	March & Sept.	Princeton.	1885	81	Funded Interest on 1st Mort....	157,400	7	"	"	1889	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84	Charlotte, Columbia & Augusta:						
Blue Ridge (S. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Charters:						
Boston and Albany:							1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston.	1884	82	Cheraw and Darlington:						
1st Mortgage (Equalization).....	248,500	7	"	"	1889	90 1/2	1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.			

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction : 1st Mort. for \$1,000,000 skg fund	1,000,000	10	May & Nov.	St. Louis.	1877	....	Cinc. & Indiana (Ind. C. & La.F.): 1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa : 1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77-'87	....
Chester Valley : 1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cinc., Richmond & Fort Wayne: 1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Chicago and Alton: 1st Mortgage, pref. sinking fund.	250,000	7	May & Nov.	New York.	1877	102	Cincinnati, Sandusky and Clev.: 1st Mortgage (C. S. & C.).....	1,087,421	7	June & Dec.	New York.	1890	80
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	106	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77 1/2
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	97 1/2	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	" "	1877	89 1/2
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91	Cincinnati and Springfield: 1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. (").....	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute : 1st Mort. (Ind. Div.) for \$6,000,000	.....	7	" "	New York.	1901	....
Chicago, Burlington and Quincy : Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	110	Cincinnati, Wabash and Mich.: 1st Mortgage for \$16,000 p. m. ...	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	Clev., Col., Cin. & Indianapolis: 1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	104 1/2
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	1st Mort. (C., C. and C. R. R.)..	272,000	7	June & Dec.	" "	'73-'84	....
2d Mort. (Northern Cross) gold..	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
Loan of 1872.....	6,983,225	7	Jan. & July.	Boston.	1896	93 1/2	Clev. & Mahoning (A. & Gt. Wtn.): 1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....	3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Peo. & Han.) guar.....	600,000	8	" "	" "	1878	....	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....	Clev. Mt. Vernon and Delaware: 1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95	Cleveland and Pittsburg (Pa. Co.): 2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102 1/2
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	" "	1879	95	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	98
1st Mort. (Quincy & War.) guar....	800,000	8	Jan. & July.	" "	1890	97	4th (now 3d) Mortgage guar.....	1,090,000	6	Jan. & July.	" "	1892	87 1/2
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	94 1/2	Consol. sinking fund guar.....	528,000	7	May & Nov.	" "	1900	95
1st Mort. (Ill. Gr. Trunk) guar....	900,000	8	April & Oct.	" "	1890	97 1/2	Colebrookdale: 1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Chicago, Cincinnati and Louisiv.:							Colorado Central (3 ft. gauge): 1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	Columbus, Chicago & Ind. Cent.: 1st Mortgage Consol. skg fund....	15,344,750	7	April & Oct.	New York.	1908	89 1/2
Chicago, Clinton & Dubuque:							2d Mortgage Consol. skg fund....	3,679,900	7	Feb. & Aug.	" "	1900	98
1st Mort. guar. C., B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	Columbus, Springfield and Cin.: 1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Danville and Vincennes:							Columbus and Hocking Valley: 1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Ill. Div.) gold....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mortgage (Branch).....	300,000	7	Jan. & July.	" "	1880	....
1st Mortgage (Ind. Div.) gold....	1,600,000	7*	" "	" "	1912	90	General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Chicago, Dubuque & Minnesota:							Columbus and Xenia: 1st Mortgage, guar. by Pa. Co....	302,000	6	March & Sept.	New York.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78 1/2	Connecticut and Passumpsic Riv.: 1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	95 1/2
Chicago and Illinois Southern:							Notes payable, conv. at par.....	594,000	7	" "	" "	1878	97
1st Mortgage for \$19,000 p. m. ...	.....	8	March & Sept.	New York.	1900	....	1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
Chicago and Iowa:							Connecticut River: 1st Mortgage skg fund.....	250,000	.....	March & Sept.	Boston.	1878	....
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	90 1/2	Connecticut Valley: 1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Chicago, Iowa and Nebraska:							Connecticut Western: 1st Mortgage for \$2,500,000.....	2,068,500	7	Jan. & July.	Hartford.	1890	....
2d Mort. (now 1st) guar. C. & N.W.	692,000	7	Jan. & July.	Boston.	1880	....	Connecting (Philadelphia): 1st Mort. ABCD & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4	87
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	Cooperstown and Susq. Valley: 1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Chicago and Northwestern:							Cowanesque Valley: 1st Mortgage, gold.....	160,000	7*	Jan. & July.	New York.	1902	....
Preferred sinking fund (193 m.)..	1,245,500	7	Feb. & Aug.	New York.	1885	99	Cumberl'd & Penn. (Consol. Coal): 1st Mortgage.....	908,500	7	March & Sept.	New York.	1891	....
Funded coupons (193 m.).....	755,000	7	May & Nov.	" "	1883	99 1/2	2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
General 1st Mortgage (193 m.)..	3,588,000	7	Feb. & Aug.	" "	1885	100	Cumberland Valley: 1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
Appleton Ext. (28 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....	2d Mortgage.....	109,500	8	" "	" "	1908	....
Green Bay Ext. (26m & 76,000 a.)	300,000	7	" "	" "	1885	....	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
Equip'm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	" "	1874	....	Danbury and Norwalk: 1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Gal. & Chic. 248 m.)..	1,785,000	7	Feb. & Aug.	" "	1882	102	1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
2d Mort. (Gal. & Chic. 248 m.)..	948,000	7	May & Nov.	" "	1875	98	Danv., Hazleton & Wilkesbarre: 1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Miss. Riv. Bridge (").....	200,000	7	Jan. & July.	" "	1884	....	Davenport and St. Paul: 1st Mort. gold skg f'd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Elgin & State Line (").....	135,000	7	" "	" "	1878	....	Dayton and Michigan (C.H. & D.): 1st Mortgage sinking fund guar.	1,981,000	7	Jan. & July.	New York.	1884	....
1st Mort. (Peninsula 70m. & land)	767,000	7	March & Sept.	" "	1898	95	2d Mortgage, guar.....	445,000	7	March & Sept.	" "	1887	....
Consol. skg fund (C. & N.W. R'y)	2,560,000	7	F. M. A. & N.	" "	1915	89 1/2	3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
Equip'm't (Eng. & Cars, \$2,750,000)	275,000	10	May & Nov.	" "	1871	....	Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'94	....
1st Mort. (Madison Exten.) gold..	3,150,000	7*	" "	" "	1911	....	Dayton and Union: 1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....	2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....	Income Bonds.....	252,445	6	" "	" "	1879	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	Dayton and Western (Pa. Co.): 1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
3d Mort. (") guar.....	10,500	7	June & Dec.	" "	1898	....	1st Mortgage.....	426,000	6	" "	" "	1905	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93	Decatur, Sullivan and Mattoon : 1st Mortgage.....	600,000	8	March & Sept.	New York.	1901	....
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....	Delaware (P. W. & Balt.): 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
Chicago & Northern Pac. Air-L.:							1st Mortgage, guar.....	100,000	6	" "	" "	1875	....
1st Mort. (skg f'd gold \$25,000pm)	.....	7*	June & Dec.	New York.	1902	....	1st Mortgage extension.....	100,000	6	" "	" "	1880	....
Chicago & Mich. Lake Shore:							Delaware State Loan.....	170,000	6	" "	" "	1876	....
1st Mort. of Sept. 1, '69, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	77	Delaware, Lackaw. & Western : 1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	New York.	1876	104
1st Mort. of Nov. 1, '71, \$16,000pm	.....	8	March & Sept.	" "	1891	....	2d Mort. (Del., Lack. & Wtn.)..	1,633,000	7	March & Sept.	" "	1881	100
Chicago, Omaha and St. Joseph:							Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	100
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	Denver Pacific: 1st Mortgage gold, land grant....	2,500,000	7	May & Nov.	New York.	1899	....
Chicago and Paducah (C. B. & Q.):							Denver & Rio Grande (3 ft. gauge): 1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y.L. & Ana.	1900	....
1st Mortgage \$28,000 p. m. gold..	.....	7*	.....	Boston.	1901	....	Des Moines Valley: 1st Mortgage (on 154 miles),....	2,310,000	8	April & Oct.	New York.	1877	....
Chi., Pekin & Southw'n (C.B. & Q.)							1st Mortgage Land grant.....	6,990,000	8	" "	" "	1908	....
1st Mortgage for \$1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....						
Chicago, Rock Island and Pacific:													
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....						
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	101 1/2							
Chi. & Southw'n (C., R.I. & Pac.):													
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107							
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	"</									

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, El River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	89 1/2
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79 1/2	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	....	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	102
1st Mortgage (consolidation)....	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage.....	948,000	7	May & Nov.	"	1875	98
Detroit and Milwaukee:							Elgin and State Line Purchase..	135,000	6	Jan. & July.	"	1878	....
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	"	"	1884	....
2d Mortgage (").....	1,000,000	8	"	"	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'88	....
2d Funded Coup. (").....	375,734	7	"	"	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R. R. stg. bonds.	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Detr. & Pontiac R. R. bonds.....	250,000	7	"	New York.	1878	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	"	1886	....	Goshen and Deckertown:						
Detroit, Mon. & Tol. (L.Sh.&M.S.):							1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1876	87	Grand Rapids & Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	95	1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Dubuque Southwestern:							Grand River Valley (Mich. C.).						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....	1st Mort., assumed by Lessees....	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	....	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	100 1/2
Dunkirk, Warren and Pittsburg:							Grand Trunk (Ca.):						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds \$500,000.....	2,508,000	6*	April & Oct.	London.	....	....
Dutchess and Columbia:							Equipment Bonds No. 2 £270,500	1,350,000	6*	"	"	....	....
1st Mortgage Jan. 1, 1898.....	1,500,000	7	Jan. & July.	New York.	1908	....	Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
East Alabama and Cincinnati:							1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
1st Mort. end \$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....	2d Preference Bonds £1,685,765.	8,428,825	4*	"	"	....	....
East Brandywine & Waynesburg:							Provincial Debenture's £3,111,500	15,557,500	.....	"	Ottawa.	....	....
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Great Western of Canada:						
2d Mortgage.....	35,000	8	"	"	1873	....	Perpetual Debentures Stock.....	227,273	5	Jan. & July.	London.	perp.	....
East Pennsylvania (Ph. & Rdg.):							Common (Company) Bonds.....	1,384,117	4	"	"	'72-'73	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	101	Common (") Bonds.....	2,993,973	6	May & Nov.	"	'73-'76	....
East Tenn. & Georgia (E.T.V. & G.):							Common (") Bonds.....	2,662,067	5 1/2	April & Oct.	"	'77-'78	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....	Common (") Bonds.....	4,867	5	"	"	1881	....
East Tenn. & Vir. (E.T.V. & Ga.):							Common (") Bonds.....	3,650,000	6	June & Dec.	"	1890	....
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	Greenville and Columbia:						
East Tennessee, Virginia & Ga.:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mort., skz fund for \$1,500,000	2,519,000	7	Jan. & July.	New York.	1890	91 1/2	1st Mortgage not guaranteed....	376,766	7	"	"	'81-'86	....
Eastern (Mass.):							Greenwich and Johnsonville:						
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1874	98 1/2	Hackensack & New York Ext.:						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....	Hannibal and Naples (T.W. & W.):						
Loan of 1868-'88.....	600,000	6	March & Sept.	"	1888	91	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	85 1/2
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90	2d Mortgage.....	125,000	7	Jan. & July.	"	1890	....
Loan of 1872-'82.....	1,500,000	7	"	"	1882	100	Hannibal & Central Missouri:						
Eastern Shore (Md.):							1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	87 1/2
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	....
2d Mortgage.....	180,000	6	April & Oct.	"	1886	....	Hannibal and St. Joseph:						
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	90
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Missouri State Loan.....	1,500,000	6	"	"	'87-'88	....
Elmira and Williamsport (N.Cen.):							Six years Mortgage bonds (222m)	5,000	10	"	"	1872	....
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94 1/2	Five years' notes (277 m.).....	139,300	8	"	"	1874	....
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	59	Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	"	1885	82 1/2
Erie Railway:							1st Mort. (Q. & Palm.R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	2,485,000	7	May & Nov.	New York.	1897	104 1/2	1st Mort. (K. City & Cam.R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	99 1/2
2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1879	103 1/2	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	105
3d Mortgage.....	4,582,000	7	"	"	1883	96	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	....
4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	97	Harlem Extension:						
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	97	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Buffalo Branch, 1st mortgage....	182,800	7	Jan. & July.	"	1891	....	Harrisburg & Lancaster:						
Sterling Loan (\$1,900,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....	1st Mortgage guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	91
Consol. Mort. for \$30,000,000, g'd	12,076,000	7*	"	NY & London.	1920	95	Hartford and New Haven:						
Convertible bonds.....	8,000,000	7	"	"	1920	....	1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. L. 26.32 m.) skz fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburg (Penn.):							1st Mort. (Conn. 96.04 m.) skz f.d.	1,574,500	7	"	Hartford.	1876	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (F&PM):						
2d Mortgage.....	115,200	7	March & Sept.	"	1890	....	1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	....	Holyoke and Westfield:						
Equipmen (Mortgage).....	600,000	7	April & Oct.	"	1890	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (Mex.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
Kavanaugh and Crawfordville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	....
1st Mortgage (main line) skz fund	1,004,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage.....	1,004,000	7	March & Sept.	"	1889	....	1st Mortgage L.G. skz fund gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1881	....	Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
Evansville, Henderson & Nashv.:							2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	104
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	"	1885	....
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....	Hudson Connecting (NY & OMid):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	104 1/2
Land Mort. 1st series (55,241 a.)...	158,500	7	May & Nov.	New York.	1880	2d Mortgage.....						

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1888	\$1,580,500	7	April & Oct.	New York.	1888	....	Sinking Fund (Oct. 1, 1869).....	\$1,600,000	7	April & Oct.	New York.	1879	....
1st Mortgage (L. C. & L.F.) of 1887	2,770,000	7	Feb. & Aug.	"	1897	....	Consol. registered July 1, 1870.....	4,122,000	7	J. A. J. & O.	"	1890	99
1st Mortgage (") of 1889	1,666,000	7	June & Dec.	"	1899	....	Consol. coupon July 1, 1870.....	1,000,000	7	Jan. & July.	"	1890	95
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.....	235,000	7	April & Oct.	"	1882	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1916	....	Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	"	"	1899	95 1/2
2d Mortgage.....	2,000,000	7	March & Sept.	"	1916	....	Sunbury July 1, 1884.....	500,000	7	Jan. & July.	"	1874	....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1916	....	Reg. Jan. 1, 1855 C.P. & A.R.R.	1,000,000	7	"	"	1880	99
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	....	3d Mort. Oct. 1, '81	1,000,000	7	April & Oct.	"	1892	97 1/2
Iowa Eastern:							Skf Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	"	1885	101 1/2
1st Mortgage gold.....	14,000pm	7	Feb. & Aug.	New York.	1902	....	Mort. April 1, 1866	860,000	7	April & Oct.	"	1886	....
Iowa Falls & Sioux City (Ill. Cen.):							1st M. r. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	"	1885	105
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	....	2d Mort. Oct. 31, 1857	2,693,000	7	"	"	1877	99
Iowa Midland (C. & N. W.):							Mort. Nov. 1, 1888 Buff. & Erie.	100,000	7	May & Nov.	"	1873	....
1st Mort., \$16,000 guar.....	8	Feb. & Aug.	New York.	1900	105 1/2		Mort. July 1, 1862	200,000	7	Jan. & July.	"	1882	98
Ironton (Penn.):							Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	....
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	Mort. April 1, 1863	3,000,000	7	April & Oct.	"	1898	95
Ithaca and Athens:							1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1870	97
1st Mortgage gold, skg fund.....	600,000	7	Jan. & July.	New York.	1890	100	1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	....
Jackson, Lansing & Saginaw (MO):							1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	100	1st Mort. Oct. 1, 1867 (K. & Sch.)	100,000	8	"	"	1887	....
2d Mortgage.....	500,000	8	March & Sept.	"	1888	....	1st M. July 1, '68 (K. & A. L. & Gr.R.)	840,000	8	"	"	1885	95
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	"	1890	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	"	"	var	....
Jacksonville, Pensac. and Mobile:							2d Mort. June 1, 1869	500,000	7	June & Dec.	"	1894	....
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	Lawrence (P. Ft. W. & Chi.):						
James' & Frank. (L.S. & M. So.):							1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philad. lphia.	1895	....
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	Leavenworth, Lawr. & N. West'n:						
2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....	1st Mort. guar. by Pac. of Mo.:	355,000	7	Feb. & Aug.	New York.	1899	....
Jefferson (Erie):							Leaven, Lawrence & Galveston:						
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	1st Mort. skg fund conv. gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
2d Mort. (").....	94,000	7	"	"	1889	....	Lehigh and Lackawanna:						
1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873	....
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....	1st Mortgage (new loan) tax free	2,546,000	6	June & Dec.	"	1898	96
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1882	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	"	1910	102
2d Mortgage (Jeffersonville & L.)	345,000	7	April & Oct.	"	1873	....	Lexington & St. Louis (P. of Mo.):						
Joliet and Chicago (C. & Alton):							1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	104	Little Miami:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
Junction (Cin. & Indianapolis):							Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	Little Rock and Fort Smith:						
2d Mortgage.....	795,000	7	March & Sept.	"	1893	....	1st Mortgage gold.....	3,000,000	6	Jan. & July.	N. Y. & Bost.	1900	3 1/2
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	"	1884	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	"	1900	25 1/2
Junction, Philadelphia:							Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	88	1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	99 1/2
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	....	Logansport, Crawf. & S'wstn Ind.:						
Junction and Breakwater:							1st Mortgage gold.....	1,500,000	8	F. M. & A. N.	New York.	1900	99
1st Mort. guar. by Delaware.....	400,000	7	Jan. & July.	New York.	1890	....	Long Br. and Sea Shore (N.J. So.):						
Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
1st Mort. assumed by L.S. & M. So.:	840,000	8	Jan. & July.	New York.	1888	95	Long Dock (Erie):						
Kalamazoo and Schoolcraft:							1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	94 1/2
1st Mort. assumed by L.S. & M. S.:	100,000	8	Jan. & July.	New York.	1887	....	Long Island:						
Kalamazoo, & S. Haven (M. Cen.):							1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage guar. by lessees.....	640,000	8	May & Nov.	Boston.	1889	100 1/2	1st Mortgage (Extension).....	175,800	7	Feb. & Aug.	"	1890	....
Kalamazoo & White Pigeon:							1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
1st Mort. assumed by L.S. & M. S.:	400,000	7	Jan. & July.	New York.	1890	....	General Mortgage.....	775,000	7	"	"	1899	....
Kan. City, St. Jo. & Coun. Bluffs:							Louisville & Miss. Riv. (Ch. & Al):						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....	1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
2d Mort. (").....	150,000	10	"	"	1878	....	Louisville, Cin. and Lexington:						
1st Mort. (St. Jo. & CB, 78 m. cv. lfr.)	1,400,000	10	March & Sept.	"	1892	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. (").....	539,500	8	June & Dec.	"	1874	....	2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	"	1900	....
1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....	Louisville and Nashville:						
2d Mort. (").....	1,000,000	7	"	"	1893	....	1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-76	91
Consolidated Mort. (280m. conv.)	687,000	8	March & Sept.	"	1892	....	1st Mortgage (Memph Br. 46.37m.)	139,900	7	May & Nov.	"	'72-75	90
Kansas City & Santa Fe (L.L. & G.):							1st Mort. (Leb. Br. Ext. 73.2m.)	85,000	7	April & Oct.	"	'80-85	97
1st Mortgage guar. by Lessees.....	2,000,000	10	May & Nov.	Boston.	1900	....	Consol. M. for \$5,000,000 (392 m.)	6,647,000	7	"	"	1898	97
Kansas Pacific:							Louis, N. Al. & St. Lo. Air-Line:						
1st Mort. (1st Div. 140 m.) gold...	2,240,000	6	Feb. & Aug.	N. Y. & St. L.	1895	85	1st Mortgage gold, \$25,000 p. m.	2,875,000	7	"	New York.	1901	....
1st Mort. (2d Div. 253.94 m.) gold	4,068,000	6	June & Dec.	"	1896	86	Macon and Augusta:						
1st M. (3d Div. 244.66m. & 3.0, 0.000m)	6,455,000	7	May & Nov.	N. Y., L. & F.	1899	102 1/2	1st Mortgage end by State of Ga.	670,000	7	Jan. & July.	New York.	'88-91	....
1st Mortgage (1,000,000 acres)...	245,000	7	March & Sept.	N. Y. & St. L.	'71-76	....	1st Mortgage not guaranteed...	100,000	7	"	"	1890	....
1st Mortgage (2,000,000 acres) gold	1,321,000	7	Jan. & July.	N. Y., L. & F.	1886	....	Macon and Brunswick:						
2d Mortgage on do. gold.....	1,500,000	7	March & Sept.	"	1896	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. (Leavenworth Branch)	800,000	7	May & Nov.	N. Y. & St. L.	1896	86	1st Mort. " " " " " " " "	600,000	7	May & Nov.	"	1900	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-97	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1883	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	"	1916	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Kent County (Del.):							Macon and Western:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	"	1880	....
Kentucky Central:							Maine Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....	Consolidated Mort. for \$7,500,000	3,000,000	7	April & Oct.	Boston.	1912	100
3d Mortgage (Kent. Cen.) 1-65.	237,000	7	June & Dec.	"	1885	\$1,100,000 Loan, tax free.....	743,300	7	Jan. &			

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston.	1885	43	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889		Nashville and Decatur (L. & Nash.)						
Massillon & Cleve. (C.M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
1st Mortgage guaranteed, gold...	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Mayeville and Lexington:							Waugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.)						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	86	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Straitsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (E.D.V.) \$15,000 p.m.		8	Jan. & July.	Boston.	1890	101	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$600,000.....		7	Jan. & July.	New York.	1880	....
1st Mortgage, convertible.....	556,000	8	April & Oct.	New York.	1882		New H., Middle'n & Willman:						
1st Mortgage, sinking fund conv.	2,179,000	8	"	"	1882	118	1st Mortgage (coup. & reg.)....	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	7,000,000	7	Jan. & July.	"	1902	99	New Haven & Northampton:						
1st Mort. (M. Air L.W.D.) ass'd	1,900,000	8	May & Nov.	"	1890	100	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886		Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. (") guar.....	500,000	8	March & Sept.	"	1879	100	Holyoke and Westfield bonds.....	2,000,000	7	"	"	1891	....
1st Mort. (Kal. & So. Hav.) f. guar	640,000	8	May & Nov.	"	1889	100	New Jersey See United Compan's:						
2d Mort. (") guar.....	70,000	8	"	"	1889		1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
Michigan Lake Shore:							2d Mortgage currency.....	1,500,000	7	"	"	1881	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	New Jersey Southern:						
Middletown, Unionv. & W. Gap (E.)							1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	74
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1888	....
Midland of Canada:							Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
1st Mortgage sterling £235,000..	1,143,647	8*	May & Nov.	London.	1896	....	New Jersey West Line:						
Midland Pacific:							1st Mort. gold, for \$3,000,000.....		7*	May & Nov.	New York.	1900	....
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	New London Northern (Vt. Cen.):						
Milwaukee and St. Paul:							1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage.....	5,514,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	77	N. Orleans, Jackson & Gt. North:						
1st Mortgage (E. Div. Palmer)...	791,500	8	May & Nov.	"	1874		1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mort. (Iowa and Minn.).....	3,808,000	7	Jan. & July.	"	1897	87	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Minn. Cent.).....	192,000	7	"	"	1870	80	Income Mortgage, 1870 gold.....	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	81	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1893	100	New Orleans, Mobile and Texas:						
2d Mortgage (P. du Chien).....	1,315,000	7.3	"	"	1893	95	1st M. (N. O. T. 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
Milwaukee City Loan.....	233,500	7	March & Sept.	"	1873		1st M. (") gold skg fd.....	2,825,000	8	"	N. Y. or Lond.	1915	....
1st Mort. (Milw. & Wtn.)	234,080	7	Jan. & July.	"	1891		2d Mortgage, endorsed by La.....				New York.	1915	....
Real Estate Purchase.....	148,500	7	"	"			New York and Boston:						
Milw. Manitowoc & Green Bay:							1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	New York Central & Hudson R.:						
Milwaukee and Northern:							Debt Certif. (N. Y. Central).....	5,936,626	6	May & Nov.	New York.	1883	92
1st Mortgage for \$15,000 p.m....		8	June & Dec.	New York.	1890	....	Bonds for debts ass'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	100
Mineral Point:							Bonds for B. & N. S't. (")	76,000	6	May & Nov.	"	1883	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for R. R. stocks (")	592,000	6	"	"	1883	91
Minneapolis & Duluth (L. S. & M.)							Bonds for real estate (")	162,000	6	"	"	1883	87
1st Mortgage gold, guaranteed.....	400,000	8*	Jan. & July.	New York.	1911	....	Bonds of 1854 renewed (")	2,900,000	6	June & Dec.	"	1887	91
Minneapolis & St. L. (L. Sup. & M.)							1st Mort. (Hudson Riv.).....	2,000,000	7	Feb. & Aug.	"	1870	....
1st Mortgage gold, guaranteed.....	700,000	7*	Jan. & July.	New York.	1911	....	2d Mort. (") S. F.....	1,894,000	7	June & Dec.	"	1885	....
Minnesota and North Western:							3d Mort. (")	180,000	7	May & Nov.	"	1875	....
1st Mort. gold, skg fd & tax free	30,000 p.m.	7*	Jan. & July.	New York.	1895	....	Bonds of '71, tax free (N.Y.C. & H.)	1,950,000	7	April & Oct.	"	1891	....
Mississippi Central:							Consol. Mort. for \$40,000,000.....		7	"	"	1902	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1899-71	....	New York and Harlem:						
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	103
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	....	Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
Mississippi, Ouchita & Red Riv.:							Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mortgage gold.....	1,860,000	7*	"	"	....	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1873	....
1st Mort. Land Grant gold.....	1,000,000	7*	"	"	....	....	N. York, Housatonic & Northern:						
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
Mississippi and Tennessee:							New York and New Haven:						
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York.	1876	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	100
Consolidated Mort. Sept. of 1868.	1,181,500	8	Jan. & July.	"	1871-93	....	New York & Oswego Midland:						
Mississippi Valley and Western:							1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	94
1st Mortgage \$20,000 p. m.....		8	April & Oct.	New York.	1902	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	82
Missouri, Iowa and Nebraska:							2d Mortgage non-convertible.....	1,500,000	7	"	"	1898	....
1st Mortgage gold, sinking fund.		7*	Jan. & Dec.	"	1910	....	New York, Providence & Boston:						
Missouri, Kansas and Texas:							1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mort. (U. Pac. S. B. R.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	Improvement Bonds.....	1,040,000	7	Jan. & July.	"	1876	....
1st Mort. (Tebco & Newcholo) F. & G.	2,000,000	7*	June & Dec.	"	1903	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
Consol. Land Grant, skg fd gold	7,838,000	7*	Feb. & Aug.	"	1904	....	General Mort. for \$1,000,000.....	732,000	7	"	"	1899	....
Missouri River, Ft. Scott & Gulf:							N. York, West Shore & Chicago:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....	1st Mortgage gold, \$35,000 p.m.		7*	April & Oct.	New York.	1902	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74	Niles and New Lisbon:						
Mobile and Girard:							1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	Norfolk County (B. H. & Erie):						
2d Mortgage.....	300,000	7	"	"	1889	....	1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
Mobile and Montgomery:							Norfolk & Petersburg (A.M. & O.):						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	1st Mortgage.....	908,000	8	Jan. & July.	New York.	1877	....
Mobile and Ohio:							2d Mortgage.....	157,000	7	"	"	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
Interest bonds.....	804,400	8	"	"	1877	....	North Eastern (S. Car.):						
Interest bonds.....	371,500	8	"	"	1883	....	1st Mortgage of Sept. 1, 1869.....	520,000	7	March & Sept.	Charleston.	1899	....
Interest (sterling) bonds.....	755,040	6*	"	"	1883	....	2d Mortgage of Sept. 1, 1869.....	322,000	7	"	"	1899	....
3d Mort. (Income Liquidation)...	943,121	8	March.	Mobila.	1877	....	North Pennsylvania:						
Montclair (N. Y. & O. Mid.)							1st Mortgage.....	2,225,000	6	Jan. & July.	Philadelphia.	1885	99
1st Mortgage gold, guar.....	1,200,000	7*	March & Sept.	New York.	....	....	2d Mortgage.....	1,358,500	7	May & Nov.	"	1896	102
2d Mortgage.....	400,000	7	"	"	....	....	Chattell Mortgage.....	360,000	10	April & Oct.	"	1877	111
Income Mortgage.....	700,000	7	"	"	....	....	North Shore (L. I.)						
Montgomery and Bufala:							1st Mortgage.....	133,000	7	Feb. & Aug.	New York.	1887	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	Northern Central:						
1st Mortgage not endorsed.....	800,000	8	June & Dec.	"	1900	....	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
Monticello:							2d Mortgage skg fd.....	2,500,000	6	Jan. & July.	"	1885	92
1st Mortgage.....	420,000	8	April & Oct.	New York.	1910	....	3d Mortgage skg fd.....	1,223,000	6	April & Oct.	"	1900	88
Monticello and Port Jervis:							3d Mortgage (Y. & Cumb.) guar.	500,000	6	Jan. & July.	"	1877	....
1st Mortgage gold, tax free.....	680,000	7	J. A. J. & O.	New York.	1890	....	Consol. Mortgage gold.....	2,495,000	6*	"	"	1905	90
Morris and Essex (D. L. & W.):							Income Mortgage conv.....	1,300,000	7	April & Oct.	"	1880	....
1st Mortgage sinking fund, guar.	3,000,000	7	March & Sept.	New York.	1914	100	Northern New Hampshire:						
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	97	1st Mortgage.....	105,200	6	April & Oct.	Boston.	1874	....
Convertible bonds.....	1,810,000	7	Jan. & July.	"	1900	90	Northern New Jersey (Erie):						
Construction bonds of 1872.....	2,990,000	7	Feb. & Aug.	"	1889	92	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	New York.	1875

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold.	50,000pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.	\$619,000	6	April & Oct.	Philadelphia.	1897	85
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr. (C.&A.):						
1st Mort. Mass. Loan.	\$400,000	6	Jan. & July.	"	1877	....	1st Mortgage.	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c. bonds.	150,000	7	"	"	1877	....	1st Mortgage (Installments).	341,500	8	Jan. & July.	New York.	'79-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 1/2 m.).	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.).	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.	300,000	8	Jan. & July.	Boston.	1878	94 1/2	2d Mortgage (Pa. & Md. 4 1/2 m.).	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.	200,000	8	"	"	1879	94 1/2	Philadelphia and Reading:						
Sinking Fund Bonds.	600,000	8	March & Sept.	"	1890	....	Loan of 1868.	1,139,500	6	Jan. & July.	Philadelphia.	1893	....
Ohio and Mississippi:							Loan of 1870, convertible.	28,000	7	"	"	1890	....
1st Mortgage, (E. Div.).	2,050,000	7	Jan. & July.	New York.	1872	....	Mortgage Loan of 1857, conv.	96,000	6	"	"	1886	....
1st Mortgage, (W. Div.).	850,000	7	"	"	1872	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	96 1/2
2d Mortgage, (W. Div.).	534,000	7	"	"	1874	83 1/2	Mortgage Loan of 1868.	2,700,000	7	April & Oct.	"	1893	103
Income Mort. (W. Div.).	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1836 stg.	182,400	5 1/2	Jan. & July.	London.	1880	....
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1893	90 1/2	Mortgage Loan of 1843 stg.	976,800	6*	"	"	1880	....
Consolidated Mort. (sterling).	101,850	7*	"	London.	1898	....	Mortgage Loan of 1836 stg.	177,600	7*	"	"	'74-'77	....
Oil Creek and Allegheny River:							Consolidated (Dollar coupon).	7,696,000	7	June & Dec.	Philadelphia.	1911	101 1/2
1st Mortgage (J. C. R. R.).	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80	Dollar registered	3,414,000	7	"	"	1911	102
1st Mortgage (War. & Fkin).	590,000	7	April & Oct.	"	1882	83	Gold or stg. coup.	7,000,000	6*	"	Phil. or Lond.	1911	98
Consolidated Mortgage.	1,100,000	7	May & Nov.	"	1888	71 1/2	June 1, 1871.	624,000	6*	"	"	1911	97 1/2
Old Colony and Newport:							Dollar coupon.	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.	1,000,000	6	March & Sept.	Boston.	1876	98 1/2	New debent. loan, conv.	2,305,630	7	Jan. & July.	"	1893	102 1/2
Plain Bonds.	485,000	6	April & Oct.	"	1875	97 1/2	Philadelphia, Wilmington & Balt.:						
Plain Bonds.	1,450,000	7	Feb. & Aug.	"	1877	100 1/2	Mortgage Loan, convertible.	345,000	6	Jan. & July.	Philadelphia.	1884	111 1/2
Omaha and Northwestern:							Loan of 1866.	400,000	6	April & Oct.	"	1876	95
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....	Loan of 1867.	1,000,000	6	"	"	1887	....
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):						
1st Mortgage \$20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	84 1/2	1st Mortgage, guaranteed.	330,300	7	April & Oct.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	92 1/2	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74 1/2
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	86 1/2	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	75
3d Mort.	598,000	8	May & Nov.	Richmond.	1873	89	1st Mort. (Ct. & Newk 33m) conv.	775,000	7	Jan. & July.	Philadelphia.	1893	....
4th Mort.	574,000	8	March & Sept.	Alexandria.	1890	80	Pittsburg & Connelville:						
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80	1st Mortgage of 1868, tax free.	4,000,000	7	Jan. & July.	Baltimore.	1898	92 1/2
Orange and Newark:							2d Mort. (Balt. Loan) of 1866.	1,000,000	6	"	"	1886	....
1st Mortgage.	546,000	6	May & Nov.	Newark.	1881	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Osego Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).	875,000	7	Jan. & July.	New York.	1912	106
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).	875,000	7	March & Sept.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series D).	875,000	7	April & Oct.	"	1912	....
1st Mortgage.	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).	875,000	7	May & Nov.	"	1912	....
Income Mortgage.	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series F).	875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series G).	860,000	7	Jan. & July.	"	1912	101
1st Mortgage, guaranteed.	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).	860,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).	860,000	7	March & Sept.	"	1912	....
1st Mortgage guar by (C.R. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series J).	860,000	7	April & Oct.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series K).	860,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L).	860,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series M).	2,000,000	7	April & Oct.	"	1912	98
1st Mortgage gold.	7,000,000	6*	Feb. & Aug.	New York.	1888	84	Bridge (O. & P. R. R.) bonds.	153,000	7	May & Nov.	"	1876	....
2d Mortgage sinking fund.	3,000,000	7	Jan. & July.	"	1891	75	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	100
Income Bonds.	1,500,000	7	Monthly	St. Louis.	1885	....	Construction bonds of Jan. 1, 70	100,000	7	Jan. & July.	"	1877	....
St. Louis County Bonds.	700,800	7	Monthly	St. Louis.	1887	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6 1/2	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,600,000.	.....	7	Jan. & July.	.....	1901	....
1st Mortgage (Lex. & Nev.)	500,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Paducah and Memphis:							1st Mortgage gold, for \$1,800,000	.....	7*	May & Nov.	New York.	1889	80
1st Mortgage gold for \$2,835,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....	Portland & Ogdensburg (Me. & N.H.):						
Panama.							1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,300,000	.....	6*	May & Nov.	"	1901	....
General Mortgage, stg £597,800.	3,869,330	7*	"	"	1897	....	Portland and Ogdensburg (Vt.):						
Paris and Decatur:							1st Mortgage gold, for \$2,300,000	.....	6*	May & Nov.	Boston.	1891	....
1st Mortgage gold.	1,200,000	1 1/2	Jan. & July.	New York.	1901	....	Portland and Oxford Central:						
Paterson and Newark (Erie):							1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Linc. & Decatur (TW & W):							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.	1,076,000	7	Feb. & Aug.	New York.	1900	88	1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hights (UC of NJ):							2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
1st Mortgage guaranteed.	160,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. C.):						
Pemberton & N. York (N.J.S.):							1st Mortgage gold, skg fd.	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1889	....
Peninsular Railway:							Poughkeepsie and Eastern:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. gold, conv. & tax free.	900,000	7*	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 2d series	979,000	7*	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.	300,000	6	Jan. & July.	Providence.	1890	....
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100	Quincy, Alton and St. Louis:						
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	100 1/2	1st Mortgage gold.	850,000	7*	May & Nov.	Philadelphia.	1882	....
2d Mortgage (") stg.	2,282,246	6*	"	London.	1875	....	Quincy and Toledo (T. W. & W.):						
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	92	1st Mortgage, guaranteed.	500,000	7	May & Nov.	New York.	1890	91 1/2
State lien for \$17,500,000, skg fd	5,768,905	5	April & Oct.	Harrisburg.	'72-'90	....	Quincy & Warsaw (C. B. & Q.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.	800,000	8	Jan. & July.	Boston.	1890	97
1st Mortgage.	542,500	7	Feb. & Aug.	New York.	1881	....	Reading and Columbia (P. & R.):						
Pennsylvania and Delaware:							1st Mortgage, guaranteed.	850,000	7	March & Sept.	New York.	1892

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							St. Louis and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potdam & Watert.)	327,000	7	June & Dec.	"	"	72-74	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	"	"	"	1891	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20.00 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free...	500,000	7	May & Nov.	Boston.	1880	79	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1890	93	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Samt Croix and Penobscot:							Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. (").....	17,500	6	"	"	1879	....	1st M. endor. by State \$16.000pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free...	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	2d Mort.	200,000	7	"	"	1889	....
1st M. (W.D.) land grant, g'd tax fr	16,000pm	8*	"	"	1900	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1884	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	87	1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	76	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	....	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	96	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st prefer'd bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 1, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92	2d preferred bonds.....	617,900	6	"	"	'84-'90	65
2d Mortgage May 1, 18.8 guar.	548,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	87	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Deny. (Pacify):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	....	....
St. Louis, Van. & T. H. (T.H. & I.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1890	....
2d Mortgage (B) convertible....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plata Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Musconge) conv...	300,000	7	"	"	'72-'76	....
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	196,370	7	"	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands)...	2,020,000	7	Jan. & July.	"	....	....	2d Mortgage gold, tax free....	1,000,000	7*	"	"	1900	....
General Mort. (R. R. & Lands) stg.	1,000,000	7*	"	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R. R. & Lands...	6,000,000	7	"	New York.	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands...	3,000,000	7	"	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	Summit Branch:						
Band, Mansfield & Newark (C. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1876	90
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	1st Mortgage, \$16,000 p. m.....	.....	8	.....	.....	....	....
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000.....	.....	8	.....	.....	....	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sussex, Brid. & Erie June (Erie):						
Savannah and Charleston:							1st Mortgage.....	1,000,000	7	.....	New York.	....	....
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Sussex (N. J.):						
State guaranteed (C. & S.) bonds.	506,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1878	....
Funded Interest bonds.....	167,400	7	"	"	1889	....	Swedesboro (W. Jer.):						
Savannah, Griffin & North Ala.:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage for \$500,000 guar.	162,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Savannah and Memphis:							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, endor.....	16,000pm	5*	May & Nov.	New York.	1890	....	1st Mort. gold, for \$500,000....	.....	7*	Feb. & Aug.	New York.	1891	....
Schenectady & Susq. (D. & H. Can.):							Tebro and Neosho (M. K. C. & T.):						
1st Mortgage gold, tax free....	300,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Seaboard and Roanoke:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....	Floja:						
Selma and Gulf:							1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	92
Selma, Marion and Memphis:							1st Mortgage (W. Div.) 117 m....	1,800,000	7	Feb. & Aug.	"	1896	87
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	2d Mortgage (W. Div.) 117 m....	1,300,000	7	April & Oct.	"	1886	77
Selma, Rome and Dalton:							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	Consol. Mort. 227 m. \$3,500,000.	1,406,000	7	May & Nov.	"	1910	76
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	1st Mortgage (Burl. Br.) 19 m....	250,000	7	June & Dec.	"	1910	86
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage guaranteed.....	80,600	7	.....	New York.	1883	....
Shamokin Valley & Pottsville (N. C.):							Troy & Bennington (T. &):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	1st Mortgage skg fund, unar....	100,000	7	Jan. & July.	Troy.	1878	....
Sheshegan and Fond du Lac:							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage extension.....	729,000	7	June & Dec.	New York.	1884	....	2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
Shenandoah and Allegheny:							3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
1st Mortgage for \$1,000,000....	638,000	7	April & Oct.	New York.	1889	....	Convertible Bonds.....	648,000	7	"	"	1883	....
Sheshaug Valley (Ct.):													
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....						
Shore Line (N. Y. & N. H.):													
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....						
Sioux City and St. Paul:													
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901							
Land Grant Mortgage gold.....	860,000	7*	Jan. & July.	"							

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)....	\$900,000	7	Feb. & Aug.	New York.	1890	96	1st Mortgage.....	\$400,000	6	Jan. & July.	Baltimore.	1890	80
1st M. (L. Erie, W. & St. L. 167 m.)...	2,500,000	7	"	"	1890	....	1st Mort. endor. by Balt.	200,000	6	"	"	1890	97
1st Mort. (Gt. W. R. R. W. D. 100m.)	4,000	10	April & Oct.	"	1868	....	2d Mort.	300,000	6	"	"	1890	97
1st M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	Feb. & Aug.	"	1898	94	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	94
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	"	1890	91 1/2	2d Mortgage preferred.....	600,000	6	"	"	1895	70
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	88	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	96
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	....	Western Pacific (Cen. Pac.):						
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	"	"	1871	92 1/2	1st Mortgage assumed, gold.....	2,735,000	6*	Jan. & July.	New York.	1899	92
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	"	"	1893	84	Western Pennsylvania (Penn.):						
Equipment (Tol. & Wab. 75m.)	600,000	7	"	"	1883	82	1st Mortgage (main line 57 m.)..	800,000	6	April & Oct.	Philadelphia.	1893	80
Consol. Mortgage (600 m.).....	2,700,000	7	F. M. A. & N.	"	1907	84 1/2	1st Mortgage (Pittab. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1898	....
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	1900	89	Western Union (M. & St. P.):						
Froy, Salem & Rutland (R. & Sar.):							1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....	West Jersey:						
Troy Union (and Depot):							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1888	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	93 1/2
2d Mortgage, guaranteed.....	180,000	6	"	"	1878	....	Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	103 1/2
Tuckerton:							West Wisconsin:						
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	....	1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N. Y. or Lond.	1896	84 1/2
Union Pacific:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free.....	27,237,000	6*	Jan. & July.	N. Y. & Bos.	'96-'99	78 1/2	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mortgage (Gov. subsidy).....	27,236,000	6	"	"	'96-'99	....	Wicomico and Pocomoke:						
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	"	1889	70 1/2	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	....
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	57	Williamston and Tarboro':						
Omaha Bridge B'ds, etc. \$250,000	2,500,000	8*	April & Oct.	London.	1896	....	1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	....
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:						
1st Mortgage gold, tax free.....	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	75 1/2
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	'96-78	....	Wilm., Charlotte & Rutherford:						
Union Pacific, S. Br. (M. K. & T.):							1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage gold, skg fund.....	3,695,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	....
Union & Titusville (O. C. & A. Riv.):							Wilmington and Reading:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	90
United Companies of New Jer.:							2d Mortgage coupon or regis....	723,000	7	Jan. & July.	"	1902	83
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1890	....	Wilmington and Weldon:						
Loan of 1876 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98	Sterling Bonds.....	648,700	6*	Jan. & July.	London.	1881	....
Loan of 1876 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....	Currency Bonds.....	221,400	7	May & Nov.	"	1882	....
Loan of 1883 (")	450,000	6	"	"	1878	....	Sinking Fund gold, Bonds.....	710,000	7*	Jan. & July.	New York.	1896	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	90 1/2	Wilmington and Western (Del.):						
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89	1st Mortgage, Jan. 1, 1872.....	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Consolidated (mort.) Loan of 1819	5,000,000	6	May & Nov.	Philadelphia.	1889	96	Winona & St. Peter (C. & N. W.):						
Sterling Loan \$369,200.....	1,848,000	6*	March & Sept.	London.	1894	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. & July.	New York.	1890	82 1/2
Sterling Loan \$360,000.....	1,800,000	6*	"	"	1888	....	2d Mortgage \$12,000 p. m.....	1,665,000	7	May & Nov.	"	1890	....
Loan of 1888.....	154,000	6	"	"	1888	....	Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	"	1916	....
Bond to State of New J. (N.J.Co)	100,000	7	Feb. & Aug.	New York.	1887	....	Wisconsin Central:						
Bond to State of N. Jer. (U. Co's)	500,000	7	April & Oct.	Philadelphia.	1894	....	1st M. L. G., gold S. Y. \$25,000pm	....	7*	Jan. & July.	Boston.	1901	....
Loan of 1894.....	2,000,000	6	"	"	1894	....	Worcester (Md.):						
Utica and Black River:							1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	....
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....	Worcester and Nashua:						
Utica, Chen. & Susq. Val. (D. & H.C.):							Plain Bonds.....	125,000	7	Jan. & July.	Boston.	1890	....
1st Mortgage.....	....	7	"	"	....	....	Plain Bonds.....	76,000	6	"	"	1890	....
Utica, Ithaca and Elmira:							CANAL BONDS.						
1st Mortgage gold, skg fund....	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....	Chesapeake and Delaware:						
Vermont Central:							1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	25	Chesapeake and Ohio:						
2d Mortgage consolidated.....	1,500,000	7	"	"	1891	7 1/2	1st Mortgage.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
1st Mort. (Stan. Sheff. & Ch. R.R.)	443,800	7	Jan. & July.	"	1887	67 1/2	Sterling, Loan guaranteed.....	4,375,000	6*	"	London.	1890	....
Guar. Stock (Vt. & C. & R.R.)	795,500	8	June & Dec.	"	80	....	Preferred Bonds (next lien) ..	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Equipment Mortgage.....	1,000,000	8	May & Nov.	"	'76-'77	79	Delaware Division (L.C. & N.):						
Equipment Mortgage.....	1,000,000	8	"	"	1889	79	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	89
Vermont and Massachusetts:							Delaware and Hudson:						
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	92 1/2	1st Mort. - 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	99 1/2	gage re - 2d series, July 1, 1869..	3,500,000	7	Jan. & July.	"	1884	102
Vermont Valley (Rutland):							gistered. 3d series, Jan. 1, 1871..	5,000,000	7	"	"	1891	102
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Delaware & Raritan See U'd Co's						
2d Mortgage.....	114,000	6	"	Boston.	1860	....	Lehigh Coal and Navigation:						
2d Mortgage.....	298,200	7	"	New York.	1859	....	Mortgage Loan reg.....	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90
Vicksburg and Meridian:							Mortgage Loan reg.....	2,010,000	6	F. M. A. & N.	"	1897	92 1/2
1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890	....	Mortgage (equip.) Loan, gold....	4,944,000	6*	June & Dec.	"	1897	91
2d series (blue).....	850,000	7	"	"	1890	....	Convertible Loan, gold.....	922,000	6*	March & Sept.	"	1894	92 1/2
3d series (black).....	154,000	7	"	"	1890	....	Convertible Bonds.....	1,496,879	6	June & Dec.	"	1877	82
4th series (not end.).....	1,273,000	7	April & Oct.	"	1880	....	Monongahela Navigation:						
Special Loan 1871.....	225,439	8	Jan. & July.	"	1880	....	1st Mortgage.....	103,900	6	Jan. & July.	New York.	1887	....
Vineland:							Morris (and Banking):						
1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890	....	1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	94
Virginia & Tennessee (A. M. & O.):							2d Mortgage.....	235,000	8	"	"	1876	93
1st Mortgage.....	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	95	Boat Loan, sinking fund.....	236,965	7	"	"	1885	90
Enlarged Mortgage.....	990,000	6	"	"	1884	75 1/2	Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
4th Mortgage.....	846,000	6	March & Sept.	"	1900	87 1/2	Pennsylvania:						
Registered Certificates.....	123,208	8	Jan. & July.	"	'71-'75	....	1st Mortgage skg fund guar.....	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
Funded Interest.....	204,200	8	"	"	1880	....	1st Mortgage (W. Y. Val. Can.)...	600,000	6	"	"	1879	....
Income Mortgage (fundable)....	112,500	8	"	"	1866	....	1st Mortgage (Erie Canal) 1850	743,654	7	"	"	1866	....
Wallkill Valley (Erie):							Interest Bonds (Erie Canal) 1850	161,960	7	"	"	1875	....
1st Mortgage gold, tax free.....	20,000pm	7*	April & Oct										

[illegible]

Dec. 31, 1872	156.0	28.0	24	14	7	797	Lake Superior and Mississippi..... Minn.	7,891,200	101,148	5,125,000	7,422,000	491,093	121,273	211.0	(Leased by Northern Pacific.)	731,612	171,091	100
Oct. 31, 1872	17.4	1.7					Lawrence, W. H. Albion & N. W. Penn. Kan.	1,200,000	289,750	289,750	355,000	25,000		(Leased to Pacific Mo. at 45)	12,942	234,444	157,653	10
June 30, 1872	14.1	2.1	20	14	9	255	Leavenworth, Lawrence & Galv. Kansas.	6,378,151	125,119	5,000,000	5,850,000	514,822	273,173	203.6	4,976,851	177,734	198,314	100
Oct. 31, 1872	140.0	222.6	181	44	25	876	Lehigh Valley..... Penn. Kansas.	14,611,783	604,364	5,000,000	9,754,000	614,822		239.1	4,276,851	967,850	1,773,794	100
Dec. 31, 1872	120.0	77.0	63	40	22	703	Little Miami..... Ohio	8,950,425	1,388,642	6,394,450	2,650,000			197.0	1,240,270	702,241	403,387	100
Oct. 31, 1872	23.5	19.9				100	Little Rock and Ft. Smith..... Ark.	1,416,118		2,046,100	769,600			31.3	(Leased by Phila. & Reading)	271,458	271,458	100
Oct. 31, 1872	23.5	19.9				100	Little Schuylkill..... Penn.	1,115,116		34,550	40,000	1,500		9.5	(Leased by Phila. & Reading)	271,458	271,458	100
Apr. 30, 1872	92.6	3.6	6.0			263	Logans, Crawford & S. Wm. Ind.	3,500,000		1,500,000	2,000,000			117.0	(Leased by Gt. W. & Western Co.)	11,156	4,148	100
Sept. 30, 1872	94.0	64.0				227	Long Island..... N. Y.	6,016,402	19,294	442,240	150,800			158.0	(Leased by Gt. W. & Western Co.)	20,000	20,000	100
June 30, 1872	80.0	8.6	39	27	12	351	Louisiana and Missouri River..... Mo.	5,902,440		4,226,133	4,300,000	125,000		174.9	(Leased by Ohio & Atlantic)	865,192	271,197	100
June 30, 1872	85.5	83.1	118	66	33	1357	Louisville, Cincinnati & Lexington Ky.	7,684,998	2,623,694	4,226,133	4,300,000			174.9	(Leased by Ohio & Atlantic)	865,192	271,197	100
Oct. 31, 1872	120.0	120.0	63	40	22	703	Louisville and Nashville..... Ky.	17,260,284	1,234,707	2,770,336	2,614,058			238.0	(Leased by Ohio & Atlantic)	442,258	244,440	100
Sept. 30, 1872	128.0	17.0	30	15	10	454	Lowell and New Albany & Chicago, Ind.	3,000,000	9,066,840	3,000,000	3,254,000			238.0	(Leased by Ohio & Atlantic)	442,258	244,440	100
Oct. 31, 1872	12.4	2.4				2	Lowell and New Albany & Chicago, Ind.	3,000,000	11,108	200,000	54,700			238.0	(Leased by Ohio & Atlantic)	442,258	244,440	100
Oct. 31, 1872	20.0	9.9	86.0	2	1		Louisville Valley (Summit Branch), Penn.	1,057,495	115,600	1,168,153	68,632			29.0	(Leased by Ohio & Atlantic)	442,258	244,440	100
Mar. 31, 1872	78.0	3.9				14	Macon and Augusta..... Ga.	2,506,170		1,831,900	770,000			78.0	(Leased by Ohio & Atlantic)	442,258	244,440	100
Sept. 30, 1872	87.5	10.0	66	11	6	167	Macon and Brunswick..... Ga.	1,250,000		2,500,000	150,000			197.0	(Leased by Ohio & Atlantic)	442,258	244,440	100
Sept. 30, 1872	102.5	22.0	66	11	6	240	Macon and Western (Central), Ga.	11,910,549		4,416,720	6,797,301	820,816		357.0	(Leased by Ohio & Atlantic)	442,258	244,440	100
Mar. 31, 1872	26.0	3.1				84	Manchester and Lawrence, N. H. & Mass.	766,061	324,298	491,159	820,816			28.0	(Leased by Ohio & Atlantic)	442,258	244,440	100
Sept. 30, 1872	26.0	3.1				84	Manchester and Lawrence, N. H. & Mass.	766,061	72,124	52,902	38,920	9,542		28.0	(Leased by Ohio & Atlantic)	442,258	244,440	100
June 30, 1872	197.8	86.0	79	27	16	1108	Manfield and Framingham..... Mass.	22,053,850	1,058,828	3,232,375	3,106,941			293.8	(Leased by Ohio & Atlantic)	442,258	244,440	100
June 30, 1872	197.8	86.0	79	27	16	1108	Manfield and Framingham..... Mass.	22,053,850	1,058,828	3,232,375	3,106,941			293.8	(Leased by Ohio & Atlantic)	442,258	244,440	100
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RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

Land Grant Railroads are printed in "Italics". State-aid Railroads are distinguished by a "s".
 "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained."

RAILROAD SHARE LIST, INCLUDING																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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[illegible]

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 77 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, 26; Scrap Wrought, 23 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig,	Scotch-Colliness.....	per ton	51	@	52	-
	Gartbarrie.....		50	@		-
	Glengarnock.....		47	@	48	-
	Eglinton.....			@	46	-
Pig,	American, No. 1.....		43	@	44	-
Pig,	American, No. 2.....		36	@	38	-
Pig,	American, Forge.....		31	@	33	-
Bar,	Refined, English and American.....			@		-
Bar,	Swedes, assorted sizes.....	(gold).		@	137	50

—STORE PRICES.—

Bar, Sweder, 1 x 1	x 1 & 1/2 to 1 & 3/4 sq. 1 1/2 to 6 1/2 to 8 sq. 6 to 12 x 1 1/2 & 1.....	175	@	-
Bar, Refined, 1/2 to 3 in. rd. & sq. 1 to 6 inch x 1 to 1 in.	.....	82	60	@ 85 -
Bar Refined, 1 1/2 to 6 by 1 & 5-16 in.	.....	87	60	@ -
Bar Refined, 1 1/2 by 1/2 & 5-16....	.....	90		@ -
Large Rounds, 2 1/2 @ 2 1/2 to 3 1/2 @ 4 in.	.....	92	60	@ 107 60
Scroll .....	.....	102	60	@ 136 -
Ovals and Half-round .....	.....	110		@ 130 -
Band, 1 to 6 in. by 3-16 to No. 12.....	.....	102	60	@ 105 -
Rails Shoe .....	.....	92	60	@ 136 -
Rods, 1/2-16 inch.....	.....	92	60	@ 135 -
Hoop, No. 22 to 1 & 1/4 by 13.....	.....	120		@ 160 -
Nail Rod..... per lb.	.....	9	@	-
Sheet Russia, as to assortment.....(gold)	.....	18	@	- 18 1/2
Sheet, Single, D. and T. Common.....	.....	5 1/2	@	- 8
Sheet, Doubles and Trebles, Charcoal.....	.....	7	@	- 7 1/2
Sheet Galvanized.....	List 10			per ct. disc.
Rails, English.....(gold)..... per ton.	66		@	68 -
Rails, American, at Works in Penna., c'y.	.....	6	@	75 -
Anvils (Eagle)..... per lb. currency.	.....	9	@	-

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality).....	per lb.	184 @	23
English Spring (2d and 1st quality).....		9 @	10
English Blister (2d and 1st quality).....		14 @	18
English Machinery.....		@	14
English German (3d and 1st quality).....		124 @	14
American Blister.....		@	11
American, Cast, Tool.....		@	17
American, Cast Spring.....		@	11
American Machinery.....		114 @	12
American German Spring.....		9 @	11

NAILS—DUTY: Cut, 14; Wrought, 24. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....	per keg.	— 50 @	4 75
6d. and 9d.		— — @	5 —
8d. and 7d.		— — @	5 25
4d. and 5d.		— — @	5 50
3d.		— — @	6 25
2d. and 3d. Fine.....		— — @	7 —
Flat Spikes all sizes.....		— — @	5 —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terno Plates, 15 per cent. ad val.

Blanca.....	(gold), per lb.	— 34 @ — 34
Strait.....	(gold).	— 31 @ —
English.....	(gold).	— 28 @ — 28
Plates—Fair to good brands.....	Gold.....	Currency.....
I. C. Charcoal...per box 10 62 @	11	12 50 @ 13
I. C. Coke.....	8 50 @ 9	9 75 @ 10 25
Coke Terne.....	7 50 @ 8 50	8 50 @ 9 75
Charcoal Terne.....	9 75 @ 10 25	11 75 @ 12 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	68@	--	61
Crude 40@47 gravity (in shipping order)..	114@	--	17
Refined, Standard White (in ship's order).	174@	--	17
Refined, S. W. (in jobbing lots).....	18 @	--	25
Refined, S. W. (in tin).....	21 @	--	25
Napha, Refined (66@73 gravity).....	10 @	--	104
Residuum.....(in shipping order), per gall.	10 @	--	104

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	—	@	38
Copper, Bolts	—	@	40
Copper, Braziers' (over 16 oz.)	—	@	40
Copper, Nails	—	@	45
Copper, Old Sheathing &c., mixed lots.	24	@	
Copper, American Ingot	26	@	
Copper, English Pig	—	@	
Yellow Metal, New Sheathing & bronze	—	@	27
Yellow Metal, Bolts	—	@	32
Yellow Metal, Nails, Sheathing & Slatting	27	@	30

LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....	(gold) per 100 lb.	6½ @ 7
German Ordinary.....	(gold)	6½ @ 7
English.....	(gold)	6½ @ 7
Bar.....		— @ 9 25
Pipe.....		— @10 60
Sheet.....		— @10

Sheet..... — — @10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb.
Tatham's Improved Tin-Lined Lead Pipe..... 16½c.

COAL—Durr: Bituminous, 75 cts. per ton of 28 bushels of	
80 lb. to the bushel; Anthracite, same; other, 40 cents	
per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Canal.....	16 — @18 —
Liverpool House Canal.....	— @21 —
Anthracite (by cargo) ... per ton of 400 lb. \$ 50	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 17.

	Th. 11.	F. 12.	Sat. 13.	M. 16.	Tu. 16.	W. 17.
Boston, Hart. & Erie.....	24	24	2	85	85	80
Janton Co.....	85	85	85	85	85	80
Central Pacific Co.....	99	99	99	99	99	99
Central of N. Jersey.....	101	101	101	101	101	101
Chicago & Alton.....	101	101	101	102	102	101
.. pref.....	101	101	101	102	102	101
.. S. F.....	101	101	101	102	102	101
.. Inc.....	101	101	101	102	102	101
Chicago, Burl. & Q.....	101	101	101	102	102	101
.. 8s, 1888.....	101	101	101	102	102	101
Ohio. & Northwestern.....	59	60	59	59	57	58
.. pref.....	78	78	78	76	76	74
.. 1st M.....	78	78	78	76	76	74
.. S. F.....	78	78	78	76	76	74
.. Consol.....	78	78	78	76	76	74
Ohio, Rock Isl. & Pa.....	107	107	107	108	103	101
Chi. R. I. & Pa. 7s, 1896.....	107	107	107	108	103	101
Clev. Col. C. & Ind.....	84	84	84	83	81	85
Clev. & Pittsburg guar.....	86	86	86	86	86	85
.. 2 M.....	86	86	86	86	86	85
.. 3 M.....	86	86	86	86	86	85
.. 4 M.....	86	86	86	86	86	85
Clev. and Toledo.....	87	87	87	87	87	87
.. S. F. 7s.....	87	87	87	87	87	87
Col., Chi., & Ind. C.....	28	29	28	28	28	27
.. 1 M.....	28	29	28	28	28	27
.. 2 M.....	28	29	28	28	28	27
Del. & Hudson Canal.....	113	112	112	112	112	112
Del. Lack. & Western.....	98	99	98	98	98	98
.. 1 M. 7s.....	98	99	98	98	98	98
.. 2 M. 7s.....	98	99	98	98	98	98
Erie Railway.....	59	59	59	58	57	55
.. pref.....	59	59	59	58	57	55
.. 1 M. 7s, 1897.....	59	59	59	58	57	55
.. 2 M. 7s, 1879.....	59	59	59	58	57	55
.. 3 M. 7s, 1883.....	59	59	59	58	57	55
.. 4 M. 7s, 1880.....	59	59	59	58	57	55
.. 5 M. 7s, 1888.....	59	59	59	58	57	55
.. 7s, con. gold.....	59	59	59	58	57	55
Great Western 2d mort.....	34	33	33	33	33	30
Hannibal & St. Joseph.....	34	33	33	33	33	30
.. pref.....	34	33	33	33	33	30
.. 8s, conv.....	34	33	33	33	33	30
Hudson River.....	34	33	33	33	33	30
.. 2 M. S. F.....	34	33	33	33	33	30
.. 3 M. 7s, 1875.....	34	33	33	33	33	30
Illinois Central.....	7s	101	101	102	102	101
.. 7s.....	7s	101	101	102	102	101
Lake Shore & Mich. S'th.....	91	91	90	91	91	90
Lake Shore Div. bonds.....	91	91	90	91	91	90
Marietta & Cin. 1st pref.....	2d pref.....	22	22	22	22	22
Michigan Central.....	89	86	86	86	86	86
.. S. F. 8s, 1882.....	89	86	86	86	86	86
M. S. and N. I. 1 M. S. F.....	2 M.....	22	22	22	22	22
Mariposa Mining Co.....	pref.....	46	47	46	45	43
Milw. and St. Paul.....	46	47	46	46	45	43
.. pref.....	46	47	46	46	45	43
.. 1st mort.....	46	47	46	46	45	43
.. 2d mort.....	46	47	46	46	45	43
.. 8s.....	46	47	46	46	45	43
.. 7 3-10s con.....	46	47	46	46	45	43
.. 7s, gold.....	46	47	46	46	45	43
Missouri & N. W.....	91	91	92	92	92	91
.. H. & St. J. las. 8s.....	91	91	92	92	92	91
Morris and Essex.....	91	91	91	91	91	91
.. 1st mort.....	100	100	100	100	100	100
.. 2d mort.....	100	100	100	100	100	100
N. Y. Cen. & Hud. Riv.....	104	104	103	103	104	99
.. 7s, S. F. 1876.....	104	104	103	103	104	99
.. 6s, S. F. 1883.....	92	92	92	92	92	92
.. 6s, S. F. 1887.....	92	92	92	92	92	92
N. York and Harlem.....	129	129	128	128	129	127
.. pref.....	129	129	128	128	129	127
.. 1 M. 7s, 1873.....	129	129	128	128	129	127
N. York. N. Hav. & Hart.....	136	136	136	136	136	136
N. Carolina 6s. old.....	27	27	27	27	27	27
.. new.....	27	27	27	27	27	27
Ohio and Miss.....	37	38	37	37	37	36
.. pref.....	37	38	37	37	37	36
.. 2d M.....	37	38	37	37	37	36
Pacific Mail S. Co.....	42	44	43	43	43	42
Panama.....	116	116	116	116	116	113
Pitta., Ft. W. & Chi. gtd.....	94	94	94	94	94	94
.. 1 M.....	94	94	94	94	94	94
.. 2 M.....	94	94	94	94	94	94
.. 3 M.....	94	94	94	94	94	94
Quicksilver Mining Co.....	30	30	29	30	30	29
St. L., Alton & T. H.....	39	39	39	39	39	39
.. pref.....	39	39	39	39	39	39
.. 1 M.....	39	39	39	39	39	39
.. 2 M. pref.....	39	39	39	39	39	39
.. Income bds.....	39	39	39	39	39	39
Tennessee 6s, old.....	81	81	81	81	81	81
.. new.....	81	81	81	81	81	81
Toi., Wab. & Western.....	62	63	60	60	59	55
.. pref.....	62	63	60	60	59	55
.. 1 M.....	95	95	95	95	95	95
.. 2 M.....	95	95	95	95	95	95
.. Equipm.....	95	95	95	95	95	95
St. Lou. Div.....	89	89	89	89	89	89
Union Pacific.....	24	25	24	24	24	23
.. 1st mort.....	79	79	79	79	79	78
.. L. Gt. 7s.....	72	72	72	71	70	67
.. Inc. 10s.....	58	58	58	58	58	57
Virginia 6s, old.....	51	51	51	51	51	51
.. new.....	51	51	51	51	51	51
.. consol.....	51	51	51	51	51	51
.. def. conv.....	51	51	51	51	51	51

New York Stock Exchange

Actual Sale Prices for the week ending Sept. 17.

FEDERAL STOCKS:—		Th. 11. F. 12 Sat. 13. M. 15. Tu. 16. W. 17.		
U. S. 5s, 1874, reg.	112 1/2	112 1/2	112 1/2	112 1/2
U. S. 5s, 1874, coup.	112 1/2	112 1/2	112 1/2	112 1/2
U. S. 5s, 10-40s, reg.	112 1/2	112 1/2	112 1/2	112 1/2
U. S. 5s, 10-40s, coup. 112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
U. S. 5s, 1881, reg.	112 1/2	112 1/2	112 1/2	112 1/2
U. S. 5s, 1881, coup. 112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
U. S. 5s, 1881, reg. 116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
U. S. 5s, 1881, coup. 117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
U. S. 5s, 6-20s, reg. '02.	113 1/2	113 1/2	113 1/2	113 1/2
U. S. 5s, 6-20s, c. 1862.	113 1/2	113 1/2	113 1/2	113 1/2
U. S. 5s, 6-20s, reg. '64.	114 1/2	114 1/2	114 1/2	114 1/2
U. S. 5s, 6-20s, c. 1864. 115	115	115	115	115
U. S. 5s, 6-20s, reg. '65.	115	115	115	115
U. S. 5s, 6-20s, c. 1865.	115 1/2	115 1/2	115 1/2	115 1/2
U. S. 5s, 6-20s, r. n. '65. 115 1/2	115 1/2	115 1/2	115 1/2	115 1/2
U. S. 5s, 6-20s, c. n. '65.	115 1/2	115 1/2	115 1/2	115 1/2
U. S. 5s, 6-20s, reg. '07.	115 1/2	115 1/2	115 1/2	115 1/2
U. S. 5s, 6-20s, c. 1867. 116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
U. S. 5s, 6-20s, reg. '68.	115 1/2	115 1/2	115 1/2	115 1/2
U. S. 5s, 6-20s, c. '68.	116 1/2	116 1/2	116 1/2	116 1/2
U. S. 5s, Pac. RR issue.	113	113	113	113

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.

	W. 10.	Th. 11.	F. 12.	Sat. 13.	M. 15	Tu. 16.
Catawissa preferred	.....	.....	.....	.....	.....	.....
Camden and Amboy	.....	.....	.....	.....	.....	.....
.. 6s, 1875	.....	.....	.....	.....	.....	.....
.. 6s, 1883	.....	.....	.....	.....	.....	.....
.. 6s, 1889	.....	.....	.....	.....	.....	.....
.. mort. 6s, '89 97	97	96	.....	.....	.....	.....
Elmira & Williamsport	.....	.....	.....	.....	.....	.....
.. pref.	.....	.....	.....	.....	.....	.....
Lehigh Navigation	35	36	36	35	35	36
.. 6s, 1884	.....	.....	.....	.....	.....	.....
.. Gold L.	91	.....	.....	91	90	.....
.. R. R. L.	.....	.....	.....	.....	.....	.....
.. Conv. L.	77	.....	.....	.....	.....	.....
Lehigh Valley R. R.	60	60	60	60	60	60
.. 6s new coup.	.....	.....	.....	.....	.....	.....
.. 6s new reg.	.....	.....	.....	.....	.....	.....
Little Schuylkill R.R.	46	.....	.....	.....	.....	90
.. 7s	.....	.....	.....	.....	.....	.....
Minehill	51	.....	.....	.....	.....	51
Morris Canal	.....	.....	.....	.....	.....	.....
.. pref.	.....	122	.....	.....	.....	121
North Pennsylvania	.....	.....	.....	.....	.....	.....
.. 6s, 1880	.....	.....	90	.....	.....	.....
.. 7s	102	.....	.....	.....	.....	.....
.. 10s, 1887	.....	.....	.....	.....	.....	102
Northern Central	.....	.....	.....	.....	.....	.....
Oil Creek & Alleg. Riv.	.....	.....	.....	.....	.....	.....
.. 7s	.....	.....	.....	.....	.....	.....
Pennsylvania R. R.	53	53	53	53	53	53
.. 1st M.	100	.....	.....	.....	.....	.....
.. 2d M.	.....	.....	.....	.....	.....	.....
.. Gen. mort.	.....	.....	.....	.....	.....	.....
.. reg.	.....	.....	.....	.....	.....	.....
Penn. State 6s, 1st series	.....	.....	.....	.....	.....	.....
.. 6s, 2d series	103	103	.....	.....	.....	103
.. 6s, 3d series	108	.....	.....	.....	.....	.....
Philadelphia City, 6s	98	.....	.....	.....	98	99
.. new	101	101	101	101	101	101
Philad., Germ. & Nor.	.....	.....	.....	.....	.....	.....
Philad. & Reading	54	54	55	54	54	54
Philadelphia and Erie	.....	.....	24	.....	.....	.....
.. 6s	90	.....	.....	.....	.....	.....
.. 7s	.....	.....	.....	.....	.....	89
Phila., Wilm. & Balt.	.....	.....	.....	.....	.....	.....
Schuylkill Navigation	.....	.....	.....	.....	.....	.....
.. pref.	.....	.....	.....	12	12	.....
.. 6s, 1882	71	.....	.....	.....	.....	.....
.. 6s, 1876	.....	.....	.....	.....	.....	.....
.. 6s, 1872	.....	.....	.....	.....	.....	.....
United Co. of N. Jersey	122	122	.....	121	121	.....
Hestonville, (Horse)	.....	.....	.....	.....	.....	.....
Chestnut & Wal.	.....	61	.....	.....	.....	.....
Green & Conates	.....	.....	.....	.....	48	.....
2d and 3d streets	.....	.....	.....	.....	.....	.....
Spruce and Pine	.....	.....	.....	.....	.....	.....
13th and 15th sts.	.....	20	20	.....	.....	.....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.

	W.10.	Th.11.	F.12	Sat.13.	M.14.	Tu.16
Baltimore City 6s, 1875.	98½	98½	98½	98½	98½	98½
.. 1886	98½	98½	98½	98½	98½	98½
.. 1890	98½	98½	98½	98½	98½	98½
.. 1884	98½	98½	98½	98½	98½	98½
.. 1900	98½	98½	98½	98½	98½	98½
Balt and Ohio	168	168	168	168	168	168
.. bonds, 1875.	98	98	98	98	98	98
.. 1880.	98	98	98	98	98	98
.. 1885.	98	98	98	98	98	98
Marietta & Cin. 1st M.	102	101	101	101	101	101
.. 2d M.	91½	91½	91½	91½	91½	91½
.. 3d M. 8s.	81	80½	80½	80½	80½	80½
Northern Central.	34½	34½	34½	34½	34½	34½
.. bonds, 1885.	92	92	92	92	92	92
.. 1900.	92	92	92	92	92	92
Pittsb. & Connellsv. 7s.	92	92	92	92	92	92
N. W. Va. 1st mort.	92	92	92	92	92	92
.. 2d mort.	92	92	92	92	92	92
.. 3d mort.	92	92	92	92	92	92
Virginia 6s, Consol.	51½	51½	51½	51½	51½	51½
.. Deferr. Certif. 11½	11½	11½	11½	11½	11½	11½
City Passenger R R.	17	17	17	17	17	17

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 17.

	Th. 11.	F. 12.	Sat. 13.	M. 15.	Tu. 16.	W. 17.
Boston and Albany	145	144	145	146	145	145
Boston and Lowell	127	127	127	127	127	127
Boston and Maine	116	116	115	115	115	115
Boston and Providence	152	152	152	152	152	152
Boston, Hartford & Erie	30	30	31	30	30	30
Cheshire, pref.	75	75	75	75	75	75
Chi., Burl. & Quincy	97	97	97	97	97	97
Concord	137	137	137	137	137	137
Connecticut River	97	98	99	99	98	98
Eastern	130	130	130	130	130	130
Fitchburg	87	87	85	86	86	86
Manchester & Lawrence	107	108	107	107	107	107
Michigan Central	60	60	60	60	60	60
Northern, N. H.	98	98	111	111	110	110
Ogdens & Lake Champlain	53	53	53	54	54	54
Old Colony	124	124	124	124	124	124
Ph. W. & Baltimore	24	24	24	24	24	24
Port'd, Saco & Ports	57	57	57	57	57	57
Union Pacific	64	64	64	64	64	64
" Land Grant 7s	57	57	57	57	57	57
" Income 10s	57	57	57	57	57	57
Vermont & Canada	25	25	25	25	25	25
Vermont & Mass.	55	55	55	55	55	55
South Boston (Horse)	41	41	41	41	41	41
Cambridge	41	41	41	41	41	41
Metropolitan	41	41	41	41	41	41
Middlesex	41	41	41	41	41	41
Central Mining Co.	41	41	41	41	41	41
Copper Falls	41	41	41	41	41	41
Franklin	41	41	41	41	41	41
National	41	41	41	41	41	41
Pewabic	41	41	41	41	41	41
Quincy	41	41	41	41	41	41

London Stock Exchange.

	Closing Aug. 29.	Prices Sept. 5.
Atlantic & Gt. W. 1st mort., \$1,000..	75	77
Do. 2d mort., \$1,000..	67	69
Do. Con. mort. B'nds Bisch's Cert.	42	44
Do. Reorg. Scrip.	90	101
Do. Leas. Lines, Rental Bonds.	90	92
Detroit & Milwaukee 1st mort. Bonds	65	70
Do. 2d do.	65	70
Erie shares 100 dol. all paid.	48	49
Do. 6 per cent Convertible Bonds.	98	99
Cons. Mort. amount antho. to be issued for conv. of existing bonds.	97	97
Illinois Central \$100 shares all paid.	84	85
Do. Redemption mort. bonds 6 p.c.	101	103
Illinois & St. Louis Bridge 1st mort.	102	104
Marquette & Cincinnati Rail. Bonds.	82	86
Michigan Central 8s 1882, conv.	85	90
Panama 2d mort.	84	86
Panama General mort.	97	99
Pennsylvania, 2d mort.	97	99
Do. General mort.	97	99
Do. 4 1/2 shares.	43	44
Philadelphia and Erie 1st mort.	99	100
Do. with option to be paid in Phila.	97	98

American Railroad Journal.

Saturday, September 20, 1873.

Stock Exchange and Money Market.

Money has been more urgently sought after for speculative and mercantile purposes. Rates on call have been generally 6 1/2 per cent to the best class of Street borrowers with, toward the close, more stringency apparent, and the full legal rate as the current quotation, with, in many instances, a fractional commission paid by needy brokers for the use of funds from day to day. The discount market has been working much less satisfactory for the commercial public, and on strictly choice to prime grades of mercantile paper, the later quotations were as high as 9 1/2 per cent per annum, with a less free currency noted for commercial credits. The suspension of a prominent banking house tended to disturb confidence. It was generally believed, however, that the troubles of the firm would soon be ended, and its business activity speedily resumed. The city banks have shown a further material loss on their obligatory reserve, the last statement showing that they had \$1,516,725 less than the 25 per cent reserve which the National banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, re-

duced its coin balance about \$1,563,991 and its currency reserve \$453,487. Its currency reserves at the close of the week were \$30,856,961; and its coin hoard, \$52,953,427. The clearances of the city banks averaged through the week about 91 3/4 millions a day, and amounted in the aggregate, for the whole week, to \$548,295,979, as against \$553,727,902 the preceding week. The specie reserve of the city banks according to the latest return is \$20,442,300, against \$12,787,200 same time last year. The city bank deposits are now \$207,317,500 against \$209,546,000, week ending Sep. 14, 1872. The legal tender reserve amounts to \$36,717,200, against \$48,105,600 same time last year. The circulation now stands at \$27,383,400 against \$27,626,400 same time last year. The loans are now \$284,536,200 against \$284,650,300 at this date last year.

Gold has been moderately active, since our last. The speculative demand has been less confident. The customs inquiry has been up to a fair average. The export drain light. The range of the price during the week has been from 111 1/2 to 112, and the quotation on Wednesday was 111 3/4 against 111 1/2 on Wednesday of the preceding week. The specie outflow last week, was only \$510,963. The Gold Exchange Bank clearances have averaged a trifle over 153 1/2 millions per day during the week.

The customs demand for Gold last week, averaged \$519,000 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been \$93,798,049 against \$111,149,649 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, \$54,526,529, against \$58,709,532 during the same time in 1872. The export drain of specie was \$510,963 last week, and the shipments since January 1, 1873, have been \$40,989,302 against \$58,045,452 during the same portion of 1872.

Foreign Exchange has shown more steadiness, with a rather better inquiry noted. Bankers' sixty day bills on London closed on Wednesday at 108 1/2 to 108 3/4; sight bills on London, at 109 1/2 to 109 3/4. The week's exports of Domestic Produce have been to the currency value of \$6,386,388.

Government securities, in sympathy with the variable course of Gold, have fluctuated slightly in price. The offerings at the current rates have been moderate. The demand has been equal to the available supply at the ruling figures. Ten Forties have been in exceptionally good request and, having been scarce, have been quoted higher.

U. S. sixes of 1881 closed on Wednesday of this week at 116 1/2 to 117; U. S. Five-Twenties of 1862, 113 1/2 to 114; U. S. Five-Twenties of 1864 at 113 1/2 to 114; U. S. Five-Twenties of 1865 115 1/2 to 115 3/4; U. S. Five-Twenties of 1865 consolidated 115 1/2 to 115 3/4; U. S. Five-Twenties of 1867, 116 to 116 1/2; U. S. Five-Twenties of 1868, 116 to 116 1/2; U. S. Ten-forties at 112 1/2 to 113; U. S. Fives of 1881 (Funding Loan) 111 1/2 to 112; Six per cent. currency Sixes from 112 1/2 to 113.

Railway Mortgage Loans have been moderately sought after at firm rates for the more substantial loans. Central Pacific Sixes have been in fair demand closing firmly at from 99 1/2 to 99 3/4. The Chesapeake and Ohio Seven per cent gold bonds have been in request at 90, and interest,

Chesapeake and Ohio Sixes at 88 1/2 and interest Western Pacific Sixes at 92 to 92 1/2. The Northern Pacific 7-30 Loan has been selling to a fair extent, for investment purposes at par and interest.

The Railway and Miscellaneous share speculation has been moderately active, with prices quoted quite variable, and at the close, weak.

The directors of the Central Pacific Railroad Company of California have declared a dividend of 3 per cent on its capital stock of \$54,275,500 all paid, up being its first dividend. It is payable on the 20th inst. on presentation of dividend warrant No. 1. Eastern stockholders can receive their dividend at the office of the company, No. 9 Nassau st., New York.

State bonds have been comparatively quiet, with prices quoted about steady.

General business has shown a moderate degree of animation. Foreign goods have been in fair request, as a rule, and held with firmness. There has been a fairly active movement noted in Copper, mainly for forward delivery, but at a shade easier prices; sales, 150,000 lbs. Lake, early delivery, at 26 1/2 c.; 1,000,000 lbs., for forward delivery, at 27 c. per lb. Scotch Pig-iron has been in good demand and very firm; sales, 390 tons Glengarnock, ex the City of Richmond on private terms, quoted at \$47; also, 50 tons Summerlee at \$18. No. 1 American Pig strong, as to price, but quiet. No. 2 do. dull and irregular. Sales, 500 tons Gray Forge on private terms. We quote: Eglinton Pig at \$45 to \$46; Glengarnock, \$47; No. 1 American Pig at \$44 to \$46; No. 2 do. at \$36 to \$38; English Rails at \$64 to \$67, gold; American Rails at works, \$75 to \$77; old Rails, \$46 to \$47; Wrought Scrap, \$40 to \$45, from dock and yard. Pig-lead has been very quiet, with foreign quoted at 7 c., gold, for ordinary, and domestic at 6 1/2 c. to 6 3/4 c., gold. Spelter dull and quoted at \$7 3/4 to \$7 60, gold. Pig-tin has been quiet, with Straits quoted at 31 1/2 c.; English at 28 1/2 c. Tin Plates have been moderately sought after at about previous figures. Sales, 750 boxes Charcoal at \$10 62 1/2 to \$10 75; 250 boxes Charcoal Terne at \$10 12 1/2 to \$10 25, and 240 boxes do., S. T. P., at \$10, gold. Charcoal Plates quoted at \$10 62 1/2 to \$11; Charcoal Terne, \$9 50 to \$10; Coke, \$8 37 to \$8 75; Coke Terne, \$7 37 to \$8 25, gold, per box. Zinc neglected and unchanged. Most kinds of domestic produce have met with a readier sale, though at unsettled prices. Flour and Wheat closed lower; Corn, Oats, Pork, Lard, Bacon, Cheese, Naval Stores and Petroleum firmer; Cotton also steadier toward the close, and oil stock offered less freely. Middling upland Cotton left off firmly at 20 1/4 to 20 3/4 c. per lb. Tobacco and Wool have been quoted firm. Hides and Leather, moderately dealt in at full rates. Ocean freights quite brisk, and rates well maintained; room on berth, and suitable tonnage on charter, scarce.

At the Live Stock Markets, Beesves have been more sought after at from 7 1/2 to 8 1/4 cts. Veals in fair demand at 6 to 10 cts. Sheep at from 4 1/4 to 6 1/2 cts.; Spring Lambs 5 3/4 to 7 3/4 cts.; Swine at 5 1/4 to 5 3/4 cts. per lb., all live weight. The week's receipts were 10,048 Beesves, 3,176 Veal Calves, 31,151 Sheep and Lambs, and 33,341 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific pref., 20½; New Jersey Southern R. R., 22½; Rensselaer and Saratoga R. R., 104; Warren R. R., 83; Illinois Central scrip, 100; Boston, Hartford and Erie 1st mort., 29¾; Canada Southern 1st mort., 75; Mil. and St. Paul 1st mort. Iowa div., 81½; Western Pacific bonds, 92; Central Pacific State-aid bonds, 107; Am. Dock and Imp. 7s, 96½; Albany and Susquehanna, R. R., 92½; do. 2d mort., 97½; Michigan Central 7s, 99; Burlington, Cedar Rapids and Minnesota 1st mort., 86; Ohio and Miss. consol., 90½; do. consol. S. F., 92; Cedar Falls and Minnesota 1st mort., 75½; North Missouri 1st mort., 87½; Chicago and Milwaukee 1st mort., 93; St. Louis and Iron Mt. 1st mort., 96½; Gt. Western 1st mort., 1888, 84; Long Dock bonds, 94¾; Toledo, Wabash and Western 7s, consol., 84½; Delaware, Lackawanna and Western 7s, conv., 100; Central of New Jersey 1st mort., new 105; Pacific R. R. 7s, guar. by Mo., 96½; Western Union Telegraph, 88½; do. 7s, 98; Atlantic M. S. S. Co., 1; Maryland Coal, 22; Consol. Coal of Md., 50½; Am. Exp., 62; Adams Exp., 90; U. S. Exp., 67; Wells-Fargo Exp., 71½; Quicksilver pref., 35; North Carolina 6s, special tax 14; South Carolina 6s, new, Jan. and July, 14; Louisiana 6s, Levee, bonds, 55; do. 8s, Levee bonds, 57; N. Y. State 7s, B. L., reg. 105½; Ohio 6s, 1881, 103; Brooklyn 6s, W. L., 94.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 74¾; Lehigh Valley 7s, 102; Wilmington and Reading 7s, 99; Philadelphia and Reading Gen'l mort. 7s, reg., 102; do. coupon, 101¾; do. 7s new, conv., 102½; Catawissa 7s, new 100; Reading C. & I. bonds, 89; Oil Creek 1st mort., 80; Chesapeake and Delaware Canal 6s, 35; Morris Canal scrip, 90; Camden and Atlantic R. R., 86; West Jersey R. R., 52; do. 7s, 103½; Huntingdon and Broad Top Mt. pref., 15½; Pennsylvania Canal, 12½; Philadelphia and Trenton R. R., 122; Neaquehoning R. R., 53½. The latest quotations are: City 6s, 98¾@99; do. free of tax, 101½@101¾; Pennsylvania State 6s, 1st series, 100@100½; do. 2d series, 103½@104; do. 3d series, 108@108½; Philadelphia and Reading 54½@54¾; do. Gen'l mort. 7s, coup., 101½@102; do. reg., 102@102; do. mort. 6s, 1880, 96@—; do. 7s, new, conv., 102@102½; United New Jersey R. R. and Canal Co., 121@122; Camden and Amboy mort. 6s, 1889, 96@96½; do. 1883, 90@90½; do. 1889, 88½@91; Pennsylvania R. R., 53½@53¾; do. 1st mort., 100@101; do. 2d mort., 100@100½; do. General mort. coupon, 91@91½; do. reg., 95½@97¼; Little Schuylkill R. R., 46@46½; Morris Canal, 47@49; do. pref., 121@121; do. 6s, 94@95; Susquehanna Canal, 6@8; do. 6s, 68@75; Schuylkill Nav., 6@7; do. pref., 12@12; do. 6s, 1882, 71½@72; do. 1872, 78@79; Elmira and Williamsport pref., 38@38½; do. 7s, 1873, 94@95; do. 5s, do. 58@60; Lehigh Coal and Navigation 35½@35¾; do. 6s, 1884, 90@90½; do. R. R. Loan, 90½@91; do. Gold Loan, 90½@91; North Pennsylvania, 49@51; do. 6s, 99@100; do. 7s, 102@102; do. Chatte 10s, 108@—; Philadelphia and Erie, 24@25; do. 6s, 90@91; Minehill, 51½@51¾; Catawissa, 18½@19½; do. pref., 42@43; do. new pref., 32@33; do. 7s, 1900, 99@100½; Lehigh Valley, 60½@60¾; do. 6s, new coupon, 97@—; do. reg., 99@100; do. 7s, 101

@102; Fifth and Sixth streets, (horse,) 52@54; Second and Third, 57@58½; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 30@33; Green and Coates 48@48; Chestnut and Walnut, 60@70; Hestonville, 17@18½; Germantown, 34@—.

Boston.—Norwich and Worcester R. R., 129½; Cincinnati, Sandusky and Cleveland R. R., 11½; Rutland pref., 51½; do. scrip. No. 1 90; do. No. 2, 89; do. No. 3, 85; do. No. 4, 82; Connecticut and Passumpic Rivers R. R. pref., 85½; Boston and Lowell R. R. new, 107½; Eastern (N. H.) R. R., 95½; Portsmouth, Gt. Falls and Conway R. R., 91½; Chicago, Burlington and Quincy 7s, 1896, 93½; Eastern R. R. 6s 1874, 98¾; do. 7s, 1882, 100; Boston and Maine 7s, 1892, 104; Boston and Albany 7s, 1892, 104½; Atchison, Topeka and Santa Fe 1st mort. 7s, 68¾; do. 7s, L. G., 67½; Michigan Central 8s, 1890, 100; Vermont Central 1st mort., 25; Ogdensburg and Lake Champlain 8s, 1879, 94½; Framingham and Lowell R. R. 7s, 1890, 89¾; Vermont and Massachusetts 7s, 1879, 99¾; Cary Imp., 8½; Waverly Land, 3¼; Boston Water Power Co., 25; Chicago 7s, 98½; Cambridge 5s, 1882, 86¾; do. 6s, 94; Charles town 6s, 1893, 95; Lowell 6s, 1890, 93½; Rockland 6s, 1893, 89½; Boston 6s, 99¾; Worcester 6s, 93½; Allouez Mining Co., 11¼; Calumet and Hecla, 150; Petherick, 3; Ridge, 8.

Baltimore.—Northern Central 6s, 1900, gold, 90¾; Western Maryland 6s, guar. by Washington Co., 84; Virginia Central R.R. 6s, 82½; Richmond and Danville 1st mort., 73; Virginia consols, coupons, 78¾; Virginia 6s, reg., 1866@1867, 50; Maryland Defense 6s, 104. The latest quotations are: Wilmington, Columbia and Augusta bonds, —@78; Wilmington and Weldon bonds, 93@94½; Pittsburg and Connellsville 7s, 1898, 90@91; Baltimore and Ohio, 166@170; do. 6s, 1875, 97¼@98¼; do., 1880, 97@—; do., 1885, 97½@98; Parkersburg Branch, 9@10; Northern Central, 82½@84½; do. 6s, 1885, 92@93; do., 1900, 88½@89; do., 6s, 1900 gold, 90½@90¾; N. W. Va. 1st mort., —@92½; do., 2d mort., 94@97; do., 3d mort., 1885, —@96½; Marietta and Cincinnati 1st mort. 7s, 1892, 99¼@100; do., 2d mort., 7s, 91@93; do., 3d mort., 8s, 80¼@81; Central Ohio, 40@40; do. pref., 40@41; do. 1st mort., 85@85½; Western Md. 1st mort. 6s, 1890, 84@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@97; do. 3d mort., guar., 96@96½; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 80@85; Richmond and Danville 1st mort., 72@74; Orange and Alexandria 1st mort. 6s, 90@96; do., 2d mort. 6s, 85½@86½; do., 3d mort. 8s, 87½@90; do., 4th mort. 8s, 79@80; Orange, Alex. and Manassas 7s, 78½@80; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 75@77; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 98¼@98¾; do., 1884, 98½@98¾; do. 1886, 96@98; do. 1890, 96½@97; do., 1893, 100@100; do. 1893, exempt, —@97; do., 1900, exempt, 96¼@97; do. 1900, new, 98@98½; do. 1902, 97¼@98; Memphis City 6s, 51@53; Maryland Defense Loan, 1883, 103½@104; Virginia 6s, old, 37@—; do. coupon old, 35@36½; do. consol. 6s, 51½@52; do. coupons, 78¾@79¾; West Virginia, 11½@12; City Passenger R. R., 16½@18½; George's Creek Coal, 125@140.

Track laying has been commenced on the Kingston and Pembroke (Ca.) Railway.

OFFICE OF FISK & HATCH,
No. 5 NASSAU ST., NEW YORK, Sept. 15, 1873.
THE CHESAPEAKE AND OHIO RAILROAD
—A GREAT EAST AND WEST TRUNK ROAD—420 miles in length, connecting the Atlantic, by the shortest line, with the commerce of the Ohio and Mississippi Rivers, is completed and in regular operation. The through freight of products to and from the Western States is rapidly increasing, as is also the mineral traffic of the growing coal-mining and iron-mining industries along the route.

We are selling for the Company their **SEVEN PER CENT. GOLD BONDS**, secured by mortgage liens on the whole valuable property, at 90 and accrued interest; \$1,000 each, either coupon or registered, payable in gold coin, in New York City, principal and interest; interest January and July.

Being the obligations of a very responsible corporation secured by a great productive property, worth over \$40,000,000, now entering upon a prosperous career, they are very desirable for investors.

We also have a small amount of the **OLD SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO**; price 88½ and accrued interest; denominations \$100, \$500, and \$1,000, interest payable in New York May and November.

We recommend both classes of Bonds to our friends and customers.

We also continue to deal in **Government and Central Pacific, and Western Pacific Bonds**, execute orders at the Stock Exchange for investment Stocks and Bonds, receive Deposits, on which we allow interest at the rate of 4 per cent. per annum, and conduct a general Banking business.

FISK & HATCH.

Union Pacific Land Sales.

A correspondent of the Boston Journal, noticing the recent statement of the land sales of the Union Pacific Railroad Co., raises this question:

"The above information is good, so far as it goes; but I would also like to know what becomes of this money, whether any of it, and if any, how much is used to retire the Land Grant Bonds.

Respectfully,

A SUBSCRIBER AND BONDHOLDER."

In reply, Hon. E. H. Rollins, the Treasurer of the Co., furnishes to that paper the following information:

We have already canceled, from the proceeds of land sales of this Company, Land Grant Bonds to the amount of \$1,741,000, and have land notes on hand to the amount of \$1,795,456 73, which, when collected, will be used to redeem Bonds, all the proceeds of the sales of lands being used exclusively for that purpose the Company paying all the expenses of the Land Department.

Yours truly,

E. H. ROLLINS, Treasurer.

The grading of the Chicago and Northern Pacific Air Line is nearly completed from the Wisconsin State line to Jefferson, Wis., and iron laid part way. The survey has been completed between Jefferson and Chicago, and right of way secured to within seven miles of the latter place.

The name of the Green Bay and Lake Pepin Railway Company has been changed, by a vote of the directors, to that of the "Green Bay and Minnesota Railroad Company."

Baltimore and Ohio Railroad.

The regular monthly meeting of the board of directors of the Baltimore and Ohio Railroad Company was held in Baltimore on the 10th inst., John King, Jr., Esq., president pro tem., in the chair. After the transaction of the routine business of the board, Mr. King stated that advices had been received from President Garrett, announcing the negotiation of £1,000,000 of the company's six per cent sterling bonds, by Messrs. Baring, Brothers & Co., of London, being the remainder of the £2,000,000 authorized. The price obtained (96½) was regarded as very satisfactory, especially in view of the general want of success which had recently attended negotiations of American railway securities abroad. The loan was taken in a single day, the offers being for more than £2,000,000 at the price named. Mr. King also made the following statement:

The revenue of the Baltimore and Ohio road and branches, including the Ohio divisions, for August, 1873, amounted to \$1,414,596 60, being an increase of \$132,748 32 as compared with August, 1872. The revenue for the quarter ended 31st August, 1873, for Baltimore and Ohio Railroad and branches, including the Ohio divisions, was \$4,113,483 17, being an increase of \$423,527, 94 as compared with the corresponding period of last year.

During the quarter 550,378 tons of coal were transported, being an increase of 96,180 tons as compared with the corresponding quarter of last year. Three hundred coal hoppers have been built this season, and the largely increased coal traffic has been regularly supplied with transportation as required. Fifty locomotives, 1,291 freight and 33 passenger and baggage cars have been added to the equipment since March 1, 1873.

In conformity with the resolution of the board adopted at the July meeting, the means and credit of the company have been advanced from time to time for the extension of the line from Lynchburg to Danville. Five thousand tons of rails were contracted for of the Abbott Iron Company, and it is expected that the road will be completed this autumn. A large increase of trade with Baltimore may be expected from this valuable connection.

On the first of September the Baltimore and Ohio Company took possession of the branch between Strasburg and Harrisonburg in accordance with the lease. The work upon the valley road has been pressed with great vigor, and it is expected that the line will be opened in December next as far as Staunton, where a connection with the Chesapeake and Ohio road will be formed.

The line of the Chicago extension as far as Deshler, sixty-two miles from the Lake Erie division, will be completed in November next, at which place a connection will be made with the Dayton and Michigan road, and an outlet from the great grain market of Toledo provided. It is expected that the opening of this line will attract to Baltimore a very large amount of cereals which have heretofore found a market in New York. The entire graduation and masonry of the Indiana division, it is believed, will be completed this year, and the road finished to Chicago in 1874.

The work upon the third track east of Piedmont, and the second track between Piedmont and Grafton, has progressed steadily and satisfactorily during the past summer, as has also that upon the additional elevator at Locust Point. The vast and increasing quantities of grain constantly coming forward from the West to the seaboard demand the earliest practicable construction of this improvement, and every effort is therefore being made to hasten its completion.

The final work of construction on the Burlington, Cedar Rapids and Minnesota Railway was finished on the 5th inst., which now fully completes that enterprise.

Canada Southern Railway.

The opening of the Canada Southern Railway was delayed for some time by the non-completion of the International Bridge over the Niagara River, a work over which the Canada Southern had no control. This bridge will be completed by October. In the meantime arrangements have been made for the use of the Suspension Bridge, fifteen miles below the International, and reached by the Erie and Niagara Railway, which is owned by the Canada Southern. This route has been and will be used for freight business, but no through passenger trains will be put on until the International Bridge is done. The Canada Southern by October first will be running 465 miles of road, to wit: Canada Southern, 292 miles; the Chicago and Canada Southern, 70 miles; the Toledo, Canada Southern and Detroit, which makes the connection with the Toledo, Wabash and Western, the Dayton and Michigan, the Pennsylvania Railroad branch leading to Pittsburg, as well as with roads centering at Detroit, 58 miles; the Erie and Niagara, 31 miles; and the Michigan Midland and Canada, 14 miles.

A magnificent new iron steamship will be launched in a few days from the shipyard of Harlan & Hollingsworth, at Wilmington, Delaware, for the Baltimore and Boston Steamship Company. This vessel is of 2,000 tons capacity, being the largest by 300 or 400 tons of any steamer of the line. She is to be named the "Johna Hopkins" and will cost about \$280,000. This splendid piece of marine architecture will be handsomely furnished in the same style as the steamship William Crane, built by the same firm, with such additional improvements as experience has since suggested.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending September 6, at 487,190 tons, and for the coal year 18,333,127 tons, against 12,909,331 tons to corresponding time last year, being an increase of 423,796 tons. The bituminous tonnage for the week is 67,717 tons, and for the year 2,136,831 tons, giving a total of all kinds for the week of 564,807 tons, and for the year of 15,459,958 tons, against 14,797,825 to same time last year, being an increase of 662,133 tons.

Messrs. J. B. Dacey & Co. of Boston have contracted with the Wood River Railroad Company of Rhode Island to build their road, which runs from Richmond switch on the Providence and Stonington Railroad to Hope Valley. Messrs. Dacey & Co., are to build the road complete, including bridges, masonry, and the furnishing of iron and all materials for a lump sum, and have the road running by July next.

A Washington despatch says that representation is made to the Treasury Department that the coinage act of 1873, by which the value of the pound sterling was altered from 4.84 to 4.86 65-100 will increase the duties upon imports from Great Britain to the United States by a little more than one-half of one per cent.

The earnings of the Erie Railway Company for the week ending Sept. 7, 1873, were \$428,303, and since July 1, \$3,888,257—an increase over the corresponding period of the previous year of \$310,348.

Big Sandy Railroad.

The construction of the Big Sandy Railroad, from the mouth of the Big Sandy to Mount Sterling, Kentucky, is for the purpose of affecting a western outlet to the Chesapeake and Ohio Railroad. The Valley Virginian says:

"Arrangements are now being consummated for the contractors to go to work on the Big Sandy road projection, which will constitute one of the main western connections. Mr. Huntington, when in Staunton a few days ago, had a conference with Messrs. McMahon, Mason, Menifee and Johnston, with reference to the early inauguration of work on this improvement, and the probability is that it will be commenced early this fall. It embraces about eighty miles."

A New Car Spring.

A company has been formed in this city, as we learn, for the purpose of manufacturing a newly patented Car Spring. It is the invention of an experienced English engineer, living here, and the Spring is believed to be one that possesses decided merit.

It is composed of a peculiar kind of steel, and as far as we have been able to learn, is a sort of compound spiral, and so arranged, in suitable boxes or cases, as to present or bear a uniform pressure or compression, under all circumstances.

When ready for business, parties interested will doubtless avail themselves of such means of communicating with the public, as will bring their goods directly to the notice of the Railway people of the country.

The stockholders of the Chicago and Alton Railroad Company have decided to authorize the creation of an indebtedness not exceeding \$8,000,000, and securing the same by mortgage, in order to cancel the bonded indebtedness of the company, and furnish means for procuring steel rails, double track, rolling stock, &c., for increased traffic. It is proposed to set apart \$3,470,000 for retiring a like amount of mortgage bonds falling due at different periods. Of the remainder, \$4,530,000, it is proposed to sell \$1,500,000 this year, the proceeds to be applied in the construction of a bridge over the Mississippi river at Louisiana, Mo., of which the company will be the sole owner.

The Portsmouth and Dover Railroad bridge across the Cochecho is nearly completed. It is a fine structure, 820 feet long, containing 7,292 pieces, and is built of clear pine and iron. The American Bridge Company of Chicago are the builders.

The track-layers of the Western Maryland Railroad, between Hagerstown and Williamsport, commenced operations the first of the present week, and they seem to be pushing the work forward as rapidly as could be desired.

The gauge of the Grand Trunk Railway will be changed to 4 feet 8½ inches between Toronto and Montreal, on Saturday 4th of October next.

The estimated earnings of the Kansas Pacific Railway for the week ending Sept. 8, are: freight, \$38,390 06; passengers, \$34,839 11—total, \$73,229 17.

H. S. McComb has been elected President; Samuel H. Edgar, Vice President; John M. Rodney, Treasurer, and William Calhoun, Secretary, of the Southern Railroad Association.

Journal of Railroad Law.

COMMON CARRIERS NOT INSURERS OF ANIMALS AGAINST INJURIES RESULTING FROM THEIR NATURE AND PROPENSITIES—LAW AS TO TRANSPORTATION OF CATTLE.

The facts in the recent case of *Perin vs. Buffalo and Erie R. R. Co.*, (94 N. Y., 204), are fully and clearly stated in the following opinion by—

ALLAN, J.—The liability of a common carrier of animals is essentially different from that of a carrier of merchandise or other inanimate property. While common carriers are insurers of inanimate property against all loss and damage except such as is inevitable or caused by public enemies, they are not insurers of animals against injuries arising from their nature and propensities, and which could not be prevented by foresight, vigilance and care. (*Clark vs. Rochester and Syracuse R. R. Co.*, 14 N. Y., 750; *Michigan S. and N. I. R. R. Co. vs. McDonough*, 21 Mich., 165; *Angell on carriers*, § 214 a). But for the special agreement under which the plaintiff's cattle were transported, there would be but little doubt as to the defendant's liability for the damages caused by the want of proper care while detained at Dunkirk. Ordinary care and attention to the cattle during the delay would have prevented the injury. The liability of the defendant is, however, to be determined by the agreement of the parties. The railroad company, by reason of the written contract, occupied the position of a private carrier for hire, and is only liable for the performance of the duty undertaken according to its terms, or for some wrongful act, either willful or negligent. The agreement furnishes the extent of liability, unless a loss has occurred from the willfulness or negligence of the carrier. (*Farmham vs. Camden and Amboy R. R. Co.*, 55 Penn. St. R., 53; *Colten vs. Cleveland and Pittsburgh R. R. Co.*)

The plaintiff assumed all risks of injuries which the animals might receive "from delays, or in consequences of heat, suffocation or the ill effects of being crowded on the cars," and also all risks of loss or damage in loading and unloading; and the agreement provided that the plaintiff should load and unload the stock at his own risk, the defendant furnishing assistance as required.

By another clause in the agreement, an agent of the owner was to ride free, and to be with the train to take the care and charge of the stock, and D. W. Barron is named as passed free in charge of the stock. The case states that it was proved on the trial "that the said cattle were in the charge of D. W. Barron as the agent of the plaintiff, and he accompanied them on the cars from Kentucky to Buffalo."

The provision in the contract for loading and unloading the cattle had respect to the terminus of the transportation, and not for loading and unloading at any intermediate station. There is no claim that the detention at Dunkirk was occasioned by the willful or negligent conduct of the defendant or its servants, or that the cattle were not carried to their destination as soon as they could have been, with reasonable diligence. The loss resulted from the delay, and in consequence of, "heat and suffocation, and being crowded on the cars." The loss was within the terms of the contract, and to be sustained and borne by the plaintiff, unless caused by the willful act or neglect of the defendant.

The cattle were in charge and under the care

of the plaintiff's servant and agent. No duty was devolved upon the defendant other than to transport them in proper cars, safely and with reasonable dispatch. The carrier did not undertake to look after the cattle or care for them, to water or feed them, or to guard against any of the necessary consequences resulting from delays or detention on the route. Whatever was required to be done to prevent injury and loss arising from such causes was to be done by the owner or his servant in charge of the cattle. The agent of the plaintiff testified that he could have arranged planks and taken the cattle from the cars, and thus prevented the injury, and did not because it was not his business. Had he undertaken to remove the cattle from the cars and been prevented by the defendant or its servants and agents, and loss had ensued, the defendant would have been liable. The recovery was had on the ground that it was the duty of the defendant's agents, upon request of the plaintiff's agent, to have unloaded the cattle at Dunkirk, if it could have been done by the exercise of reasonable care and diligence, and the jury were instructed to this effect. This was placing the responsibility of the care of the cattle upon the carriers instead of the owner. If, as the case shows, the cattle were in charge of and under the care of the servant and agent of the owner, the defendant was not chargeable for neglect of duty in not unloading them or taking any other care of them necessary for the prevention of injury or loss. The duty of the defendant had respect to the transportation of the cattle, and not the care of them while in transitu.

Again, this case falls within the general principle that he who seeks to recover damages which have resulted from the negligence of another, must himself be free from negligence contributing to the injury. The plaintiff's agent in charge of the cattle could have prevented all loss by himself removing the cattle, and his omission to do so, under the circumstances, was a negligent omission of duty directly contributing to the injury. If the agent of the owner had not been with the cattle to take care of them, the duty would have been upon the defendant to do what was necessary to guard against loss and damage during the detention; that is, to use proper diligence and care in looking after the cattle. (*Clark vs. Rochester and Syracuse R. R. Co.*, *supra*; *Hamilton vs. McPherson*, 28 N. Y., 72).

The direct cause of the injury was the want of proper care of the cattle at Dunkirk, and is upon the evidence attributable to the plaintiff's agent. If there was any obstacle interposed by the defendant to the unloading of the cattle, it should have been shown.

The judgment must be reversed and a new trial granted.

The one hundred millions mortgage of the Pennsylvania Railroad Company has been placed on record in Recorder of Deed's office in Philadelphia. This mortgage is to secure the bonds that may from time to time be issued for the purpose of consummating the great improvement contemplated by the company in that State and elsewhere. It is probably the largest mortgage ever put on record in this country, but, large as it is, the works contemplated by the company, if carried out, will in all probability absorb bonds to full amount.

The construction bonds of the Illinois Central Railroad Company, due April 1, 1875, are divided, the larger part being 7 per cent bonds, issued in 1851, payable in currency, and the smaller part 6 per cents, issued in 1867 and payable in coin.

The Cotton Crop.

The annual statement of the cotton crop of the United States for the year ending Sept. 1, 1873, as published by the *Financial Chronicle*, shows a total crop for the year of 3,930,508 bales, being an increase of 956,157, as compared with last year. The exports are 2,679,986 bales, and the home consumption 1,201,127 bales, leaving a stock on hand at the close of the year of 90,989 bales.

The following is a comparative statement of movements for the last two years:

	Yr. end'g Sept. 1— 1871-2.	1872-3.
Receipts at the shipping ports.	2,732,286	3,651,346
Add shipment from Tennessee &c., direct to manufacturers	122,065	141,500
Total	2,854,351	3,792,846
Manufactured South, not included in above	120,000	137,662

Total cotton crop for the year. 2,974,351 3,930,508

The following will show the comparative yield in different sections as nearly as these can be divided:

	1871-2.	1872-3.
Louisiana	957,538	1,240,884
Alabama	288,012	332,457
Texas	197,956	343,460
Florida	19,359	14,068
Georgia	450,539	614,039
S. Carolina	271,241	374,476
N. Carolina	52,528	61,576
Virginia	276,098	433,583
Tennessee, &c.	341,080	237,313
Manufactured at South	120,000	279,162

Total bales. 2,974,351 3,930,508

The exports to foreign ports show a considerable increase, but not relatively as great as the gain in the crop. They may be summed up briefly as follows:

	1871-2.	1872-3.
To Gt. Britain	1,454,532	1,905,566
To France	189,634	252,903
To other ports	313,148	521,517

Total bales. 1,957,314 2,679,986

The total consumed in the United States can never be given with perfect accuracy, but the annexed estimate is probably near enough for all practical purposes:

	North of Virginia.	Elsewhere.	Total.
1856-7, bales	665,718	154,218	819,936
1857-8 "	452,185	143,376	595,562
1858-9 "	760,218	167,433	927,651
1859-60 "	886,521	185,522	972,043
1860-1 "	650,357	193,383	843,740
1861-2 "	594,000	72,000	666,000
1862-3 "	690,000	80,000	770,000
1863-4 "	884,281	81,385	965,666
1864-5 "	846,756	79,498	926,254
1865-6 "	777,341	85,265	862,606
1866-7 "	1,072,426	94,542	1,166,968
1867-8 "	1,007,540	130,000	1,137,540
1868-9 "	1,063,465	137,662	1,201,127

The following is a comparison of the crop of each year since 1820. The total given as the crop of 1865-6 includes a large amount grown in preceding years, but not sent forward until the ports were opened; the period of the war has been filled up with accepted estimates:

	Bales.	Bales.
1820-1.	430,000	1847 8. 2,347,634
1821-2.	455,000	1848 9. 2,728,596
1822-3.	495,000	1849-50. 2,096,706
1823-4.	509,158	1850-1. 2,355,257
1824-5.	569,249	1851 2. 3,015,029
1825 6.	720,027	1852-3. 3,262,882
1826 7.	957,281	1853 4. 2,930,027
1827-8.	727,593	1854-5. 2,847,339
1828 9.	870,415	1855 6. 3,527,845
1829-30.	976,845	1856 7. 3,939,519
1830 1.	1,038,848	1857 8. 3,113,962
1831 2.	987,477	1858-9. 3,851,481
1832-3.	1,070,438	1859 60. 4,669,770
1833-4.	1,205,324	1860-1. 3,656,086
1834-5.	1,251,328	1861 2. (est.) 4,800,000
1835-6.	1,360,725	1862-3. (est.) 1,500,000
1836 7.	1,422,930	1863 4. (est.) 500,000
1837-8.	1,801,497	1864 5. (est.) 300,000
1838 9.	1,360,522	1865 6. 2,154,476
1839 40.	2,177,835	1866 7. 1,951,988
1840-1.	1,634,945	1867-8. 2,430,893
1841-2.	1,683,574	1868-9. 2,260,557
1842-3.	2,378,875	1869-70. 3,114,592
1843 4.	2,030,409	1870-1. 4,347,006
1844-5.	2,394,503	1871 2. 2,974,251
1845-6.	2,100,537	1872-3. 3,930,508
1846 7.	1,778,651	

The crop of Sea Island last year was 26,289 bales, against 16,845 in 1871-2.

The takings of the mills North and South have been as follows:

	Bales.
Total crop of the United States as above stated	3,930,508
Stock on hand commencement of year, Sept. 1, 1872:	
At Northern ports	87,987
At Southern ports	16,534
At Providence, &c., Northern interior markets	4,766
	59,287

Total supply during year ending Sept. 1, 1873. 3,989,795

Of this supply there has been:

Exported to foreign ports during the year	2,679,986
Sent to Canada by railroad direct from the West	2,900
Burnt North and South	1,000
Stock on hand end of year, (Sept. 1, 1873):	
At Northern ports	65,883
At Southern ports	25,106
At Providence, &c., Northern interior markets	13,793
	2,788,668

Total taken by spinners in United States year ending Sept. 1, 1873. 1,201,127
Taken by spinners in Southern States included in above total 137,662 |

1,063,465
The foregoing statement indicates that the mills North and South have taken from this crop 1,201,127 bales. If we now apply to the figures of the previous year, the statement of decrease of stock believed to be held by the mills, we shall have the following as the actual consumption of the mills for the years—

	1871-2.	1872-3.
Taken by Northern Mills.	977,540	1,063,465
Taken by Southern Mills.	120,000	137,662
Total taken from crop	1,097,540	1,201,127
Reduction of mill stock during year	40,000	.....

Total consumption of mills. 1,137,540 1,201,127
These totals show an increase in actual consumption this year of 63,587 bales. If, however,

the stocks held by Northern spinners are smaller than indicated above (as is generally believed in this market), their consumption has been somewhat larger.

The total gross weight of this year's crop reaches 1,824,920,023 pounds, and the average weight of the bales is 464 pounds.

Value of Foreign Coin.

The following is a copy of an act passed by Congress to establish the custom house value of the sovereign or pound sterling of Great Britain, and to fix the par of exchange:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the value of foreign coin as expressed in the money of account of the United States shall be that of the pure metal of such coin of standard value; and the values of the standard coins in circulation of the various nations of the world shall be estimated annually by the Director of the Mint, and be proclaimed on the first day of January by the Secretary of the Treasury.

Section 2. That in all payments by or to the treasury, whether made here or in foreign countries, where it becomes necessary to compute the value of the sovereign or pound sterling, it shall be deemed equal to four dollars eighty six cents and six and one-half mills, and the same rule shall be applied in appraising merchandise imported, where the value is, by the invoice, in sovereigns or pounds sterling, and in the construction of contracts payable in sovereigns or pounds sterling; and this valuation shall be the par of exchange between Great Britain and the United States; and all contracts made after the first day of January, eighteen hundred and seventy-four based on an assumed par of exchange with Great Britain of fifty-four pence to the dollar, or four dollars forty-four and four ninth cents to the sovereign or pound sterling, shall be null and void.

Section 3. That all acts and parts of acts inconsistent with these provisions be, and the same are hereby, repealed.

Approved, March 3, 1873.

The Pennsylvania Railroad Company has received a Cable dispatch from London that the application for a loan of two million of pounds sterling (£2,000,000) under the new consolidated mortgage to the company, dated July 1, 1873, were very largely in excess of the amount offered. The bonds are issued in sums of £200 each, and were brought out on the market by the London, Asiatic and American Company, the financial agents of the Pennsylvania Railroad Company, at 90 per centum, or £180 per bond, equivalent at the present rate of exchange to 90 per centum currency here.

Contracts have been made for a truss bridge 190 feet in length, which will complete the Portsmouth and Dover Railroad bridge across the Piscataqua river at Dover Point. The cost of this truss will be \$24,000.

The grading of the Pennsylvania Railroad between Milfin and Harrisburg, with the view of laying a third track, has been commenced.

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Four new passenger Coaches for sale; two 60 passenger each, price \$5,250; two 76 passenger-price \$7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

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WELLAND CANAL ENLARGEMENT.

Notice to Contractors.

SEALED TENDERS, Addressed to the undersigned, and endorsed "Tender for Welland Canal," will be received at this office until noon of

Saturday, the Eighteenth Day of October Next, For the construction of fourteen Locks and fourteen regulating Weirs, a number of Bridge Abutments and Piers—the excavation of the Lock and Weir Pits—the intervening Reaches, Race ways, &c., on the new portion of the WELLAND CANAL, between Thorold and Port Dalhousie.

The work will be let in sections, six of which, numbered respectively 2, 3, 4, 5, 6, and 7, are situated between Port Dalhousie and St. Catharines Cemetery, and three (numbered 12, 13 and 14) extend from the northern side of the Great Western Railway to near Brown's Cement Kilns.

Tenders will also be received for the enlargement and deepening of the prism of the present Canal between Port Robinson and the Aqueduct at Welland; work to be let in sections, each about a mile in length.

Tenders are also invited for the completion of the deepening and enlargement of the Harbor at Port Colborne.

Maps of the several localities, together with Plans and Specifications of the work, can be seen at this office, on and after THURSDAY, the TWENTY-FIFTH day of SEPTEMBER instant, where printed forms of Tender will be furnished. A like class of information relative to the works north of Thorold, may be obtained at the Resident Engineer's Office, Thorold; and for works at and above Port Robinson, Plans, &c., may be seen at the Resident Engineer's Office, Welland.

All Tenders must be made on the printed forms supplied, and to each must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the due fulfilment of the contract.

This Department does not, however, bind itself to accept the lowest or any Tender.

By order,

F. BRAUN.

Secretary.

Department of Public Works,
Ottawa, 4th Sept., 1872.

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One New Four-Ton

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NARROW GAUGE,

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UNDER VALUE.

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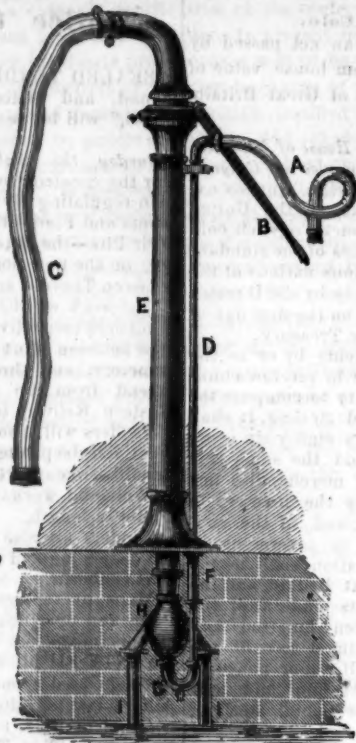
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The Engineer in charge of the Locomotive attaches the Hose A to a steam valve in the boiler. Steam passed through the pipe D and slip joint F into the globe H, producing a vacuum; the water is then lifted through the pipes I and forced through the column E and hose C into the tender, filling any ordinary tender in about three minutes. When steam is shut off all the water in the pipes returns into the well, and any condensed steam passes off through the drip valve G, leaving nothing to freeze. The handle B serves to turn the discharge pipe and hose in any direction. The water delivered into the tender is warm, thus utilizing the steam used. The discharge tubes, represented above made of hose, can be made of iron if preferred.

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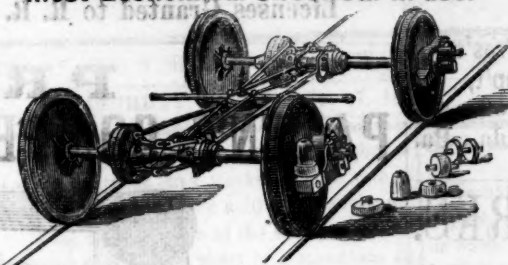
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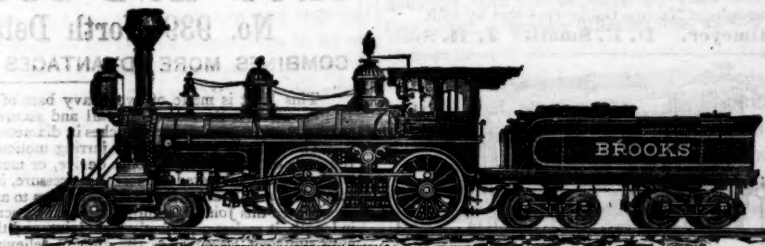
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Philadelphia and Reading Railroad.

Special attention paid to the Purchase and Sale of
Old Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.

WM. COURTENAY, President.

CHAS. F. COBB, Secretary.

THE LOCK-NUT & BOLT COMPANY OF NEW YORK, No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the
"CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

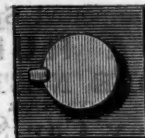
PATENTED

June 16, 1868.



IMPROVED

August 23, 1870.

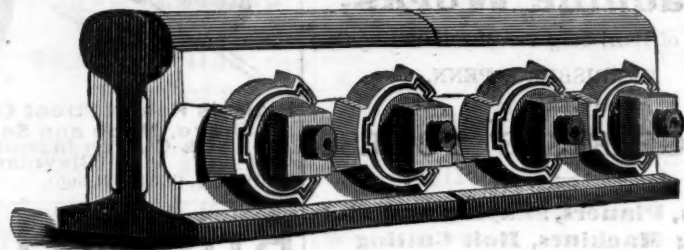


Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, over which the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut. Severely tested for over four years, they have never failed, and are now in use on over fifty Railroads, giving perfect satisfaction. We solicit a trial anywhere.

Licenses Granted to R. R. Companies, Car Builders and others.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

**VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.**
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

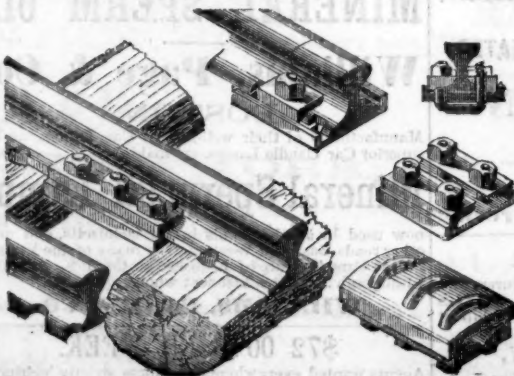
Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
That it can be applied in repairing and relaying with the least trouble and delay.
That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



**FISHER'S PATENT
Wrought Iron**

RAIL JOINTS,

MADE BY

**FISHER & NORRIS,
TRENTON, N. J.**

The Superiority of these Joints has been proved by eight years' use on different Roads.